CYCLE NEWS®

WEST

Volume XVIII : Number 46 : November 25, 1981

85¢

The champ switches!
See p. 2

Home grown San Diego Supercross winner!

'82 Seca 750 impression

Eight straight for King Richard

Amateurs in Jack Murphy Stadium

Five-in-one plonkathon

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Kidd signs with Honda

ANAHEIM, CA, NOV. 16
In a totally unexpected move, AMA Grand National Champion Mike Kidd has apparently signed with American Honda. Kidd declined to comment beyond saying, "I'd rather the official word came from Honda." Mr. Kuzuka, who recently replaced Dennis McKay as head of American Honda's racing effort, was in meetings and unavailable for comment prior to our going to press.

Mert Lawwill, who along with Kenny Roberts formed Roberts-Lawwill Racing and supplied the machinery with which Kidd won the title, said, "To the best of my knowledge it's true. I've also heard that Jimmy Filice has gone to Honda."

Yamaha's racing chief Ken Clark said, "Mike has signed with Honda, but Filice has not."

Lawwill, who started development work on Yamaha's Virago V-twin this past season, also said, "I don't know what Yamaha's plans are for next season. I've been in contact with them, but I haven't gotten any direct answers on what they plan to do. I feel it's a safe guess they will take the program in-house. As far as Roberts-Lawwill Racing is concerned, you could say the business is no longer in existence. Right now, I'm in the bicycle business unless things change."

Clark said, "I expect the Virago project to continue, although I don't know what direction it'll take."

Kenny Roberts, who along with Gary Howard operates International Racers Inc. — a management group with a roster of motorcycle racers which includes Kidd, Filice and Eddie Lawson — was not surprised that we knew of Kidd's move to Honda. Regarding the future of Yamaha's dirt track program, Roberts said, "There's no Roberts-Lawwill team as such now. Yamaha chose to do it (develop the Virago based dirt tracker) on their own with what I expect will be a one rider concept. Filice has been offered other rides than one with Yamaha, but Jimmy isn't sure of what he will do right now," said Roberts.

Reportedly, in addition to Kidd, Honda has signed rookie Expert Billy Herndon, who like Kidd is a Texan.

Kidd and Herndon will most likely be contesting Winston Pro Series half mile and mile events aboard Honda's NS750 V-twins. The bikes, with engines based on Honda's CX500 power plant, were campaigned by Freddie Spencer, Jeff Haney and Ted Boody during the '81 season with limited success.

Dick O'Brien, Harley-Davidson's head of racing, when asked his opinion of Kidd's move, said, "I don't really have much reaction one way or another. Honda bought the rider who they wanted and who they thought could do the job for them. I think they're very serious in their intent to win the Winston Pro Series title and that seriousness should be good for the sport."

What will Marty Smith do after retiring from motocross? "I've got a couple things going right now. If they pay me a lot of money, I might still ride, not with Suzuki, though." Another possibility he mentioned is starting a surf shop with Greg Arnette in Mission Viejo, CA.

Don't be too surprised if Steve Wise shows up on one of Honda's superbikes instead of their works motocrossers next year. "I can't say anything right now," said Wise after the San Diego Supercross. "I'm gonna find out this week. The Superbikers — I've won that two years in a row — and the Japanese guys asked me to come out and try Freddie Spencer's superbike. Tuesday (Nov. 17) I'll be at Willow Springs."

Yamaha's off-road racing program has been dropped for '82. As Ken Clark put it, "It just wasn't dollaring out for us."

Yamaha off-road team mechanic Ron Heben may see duty next year turning wrenches for Mike Bell while Bell's mechanic to date, Dave Osterman, will tune for another, as yet unnamed, rider.

Maico, according to Maico West General Manager Rich Schuenemann, is posting $30,450 in contingencies for the 1982 Continental Moto-sports Club Golden State Series. The awards are in the form of cash for the Pros and merchandise certificates for sportsman, with two-thirds of the total going to the latter group.

Dennis McKay, the manager of the Honda Motorcycle Sports Department and as such in charge of Honda's racing efforts, has been promoted. McKay will now serve as assistant to Mr. Fukatsu, the vice president who is the director of national sales. During his three years as the head of Honda racing, McKay was involved with getting Honda into Formula One and Superbike road racing, as well as Class C competition. Mr. Toshiro Kuzuka, the overall coordinator of the Motorcycle Sports Department, will assume direct supervision of the department until a replacement for McKay has been named.

Attention! This issue, and this issue alone, is your chance to elect your favorite rider as the 1981 *Cycle News*/ West Rider of the Year. The ballot, and all the rules, appear on p. 19. Don't delay, vote today!

Goodyear's Gary Bryson was riding in off-road racer Walker Evans' Class 8 pickup truck when Evans went off a Baja cliff at 95 mph while testing the truck two days before the SCORE/Pernod Baja 1000. The truck flipped end over end several times. Bryson was airlifted to a San Diego hospital, X-rayed and released, but later examination by a specialist revealed a fractured disc in his back. As a result, Gary is now in a brace, but back at work. You can send those get well cards to him at 2177 Indian Creek Rd., Diamond Bar, CA 91765. Evans was unhurt, by the way, and managed to put the truck back together for the race.

Alan King, a top Maico-mounted privateer in the 1981 500cc National MX scene before a mid-year injury slowed his charge, is reported to have signed with Suzuki for 1982.

Kawasaki Motors Corp. and Kawasaki Midwest, the Kawasaki distributor that handles the states of Michigan, Indiana, Ohio, Tennessee and Kentucky, have signed a letter of intent for the purchase of Kawasaki Midwest by Kawasaki Motors Corp. A Kawasaki spokesman said KMC, (which already owns 40% of KMW) and KMW will work out the details of the agreement through the end of the year. That leaves Rocky Mountain Kawasaki, which covers Montana, Wyoming, Colorado, North Dakota, South Dakota, Nebraska and parts of Kansas, as the only other privately owned Kawasaki distributor. KMC is a privately-owned, Delaware-chartered corporation, but Kawasaki Heavy Industries of Japan owns the majority of the stock.

Yamaha has announced a contingency program for the Nov. 26-29 Florida Winter National Minicycle and Schoolboy Olympics, the 1982 Continental Moto-sports Club Golden State Series, and the 1982 Florida Winter-AMA Series. In the mini Olympics, Yamaha-mounted overall class winners will receive $500, except for the Pee Wee class, which will have a $200 award. The contingencies for both the Golden State and Winter-AMA series cover the 125, 250 and 500cc Pro classes, with $200 per event win and $1000 for class championships. Additionally, the 100cc class winner in the Winter-AMA series, if Yamaha-mounted, will receive a Yamaha 100 support ride, which will consist of two YZ100Js and a $1000 parts allowance.

Peter Leavitt has left his position as Yamaha's Director of Dealer Sales and Promotions to take a job with his family's business, reportedly after they "made him an offer he couldn't refuse." At press-time, Yamaha was still interviewing applicants for the vacant position.

Mike Bell was in Australia the weekend before the San Diego Supercross Finals, and on Nov. 7 he won the Stefan Superbowl of Motocross for the third year in a row, this time riding a new, box stock water-cooled YZ250J. Honda's Danny LaPorte finished second in the Brisbane event, with Australian Stephen Gall (Yam) third. Complete coverage next week.

Storz Performance has moved to 1362 Tower Square #2, Ventura, CA 93003, and the new telephone number is 805/654-8816.

The Wilseyville Hare Scrambles Classic, the grand daddy of cross country races, went off as scheduled Nov. 15 in the stormy Sierras in Nor-Cal. Expert winner of the day was Eric McKenna (Mai) over Rod Smith (Mai) and Charlie Halcomb. Six Days rider Dean Joyner led by two minutes until the last lap when he was forced to DNF after two flat tires peeled off the rim on his new KTM. Motocrosser Donnie Cantaloupi led part of the first lap on another new KTM but DNF. Complete coverage next week.

Clark Rupp will be putting on two-hour marathon races at Carnegie Cycle Park in Livermore, CA on Nov. 29, including a special class combining Old Timers and Vets. For more info, call Clark at 415/489-3094.

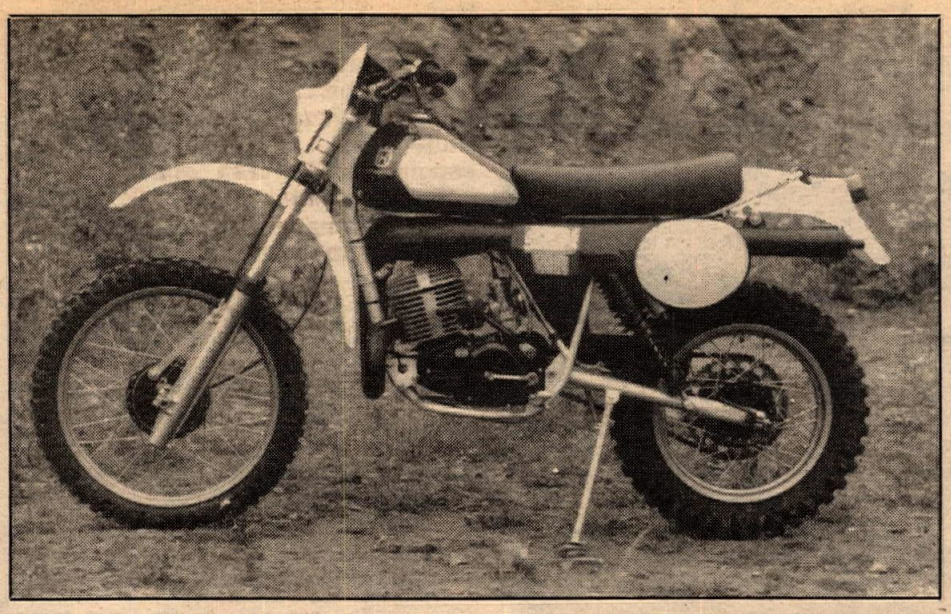
Darrell Shultz was present at the San Diego Supercross but didn't ride. Shultz, who has signed with Honda to ride the 250s next year, said that Suzuki, knowledgable to his "defection," would only provide him with a production bike for the race.

Mike Bell was forced to spend a couple of days on crutches after the San Diego race due to someone running into him when he fell in the final, pulling ligaments in his foot as well as breaking a piece of bone loose. He expected to be recovered in time to run his Class Two car in an off-road race in Las Vegas this weekend, though.

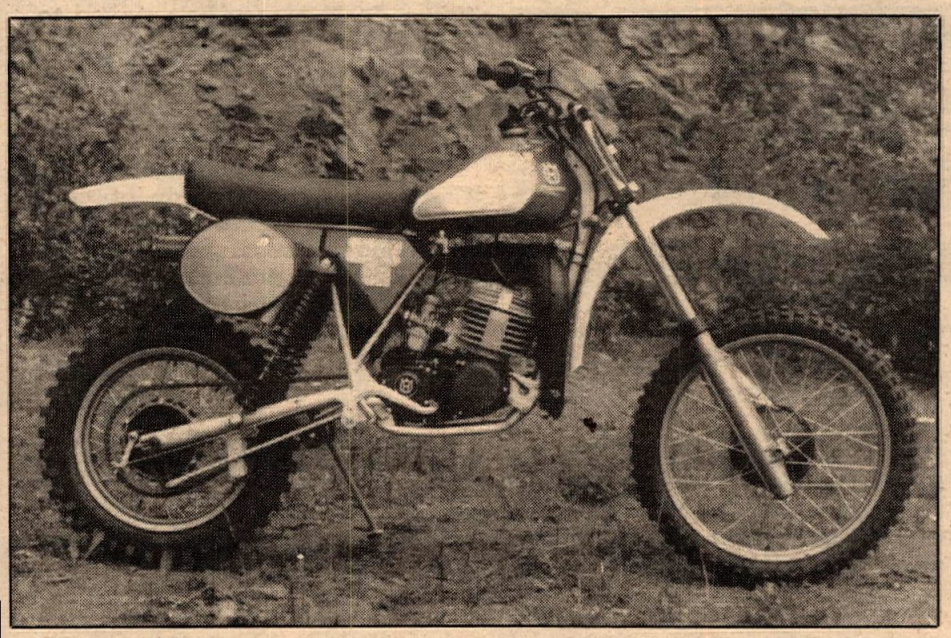
Big things are on tap at Saddleback Park on the Nov. 21-22 weekend, with the running of the AMA California State MX Championship. North and south will meet on Saturday and Sunday to settle the dispute as to who's best. For more info, call 714/495-4771.

George Newton, owner of the Outpost Cafe on Hwy. 395 north of San Bernardino (and just off Hwy. 15), has donated two $25 gift certificates to the *Cycle News* B-to-V III Motorcycle Road Ride and Poker Run. Newton has long supported motorcycling in the desert, so Papa'd consider it a personal favor if ya stop by when you're in the area and chow down at the Outpost. •

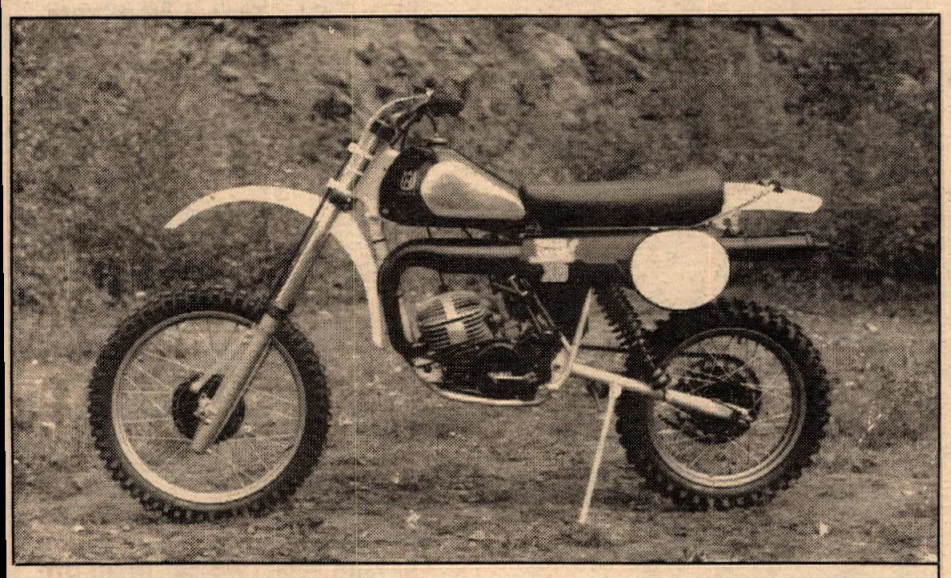
'82 Husqvarnas released



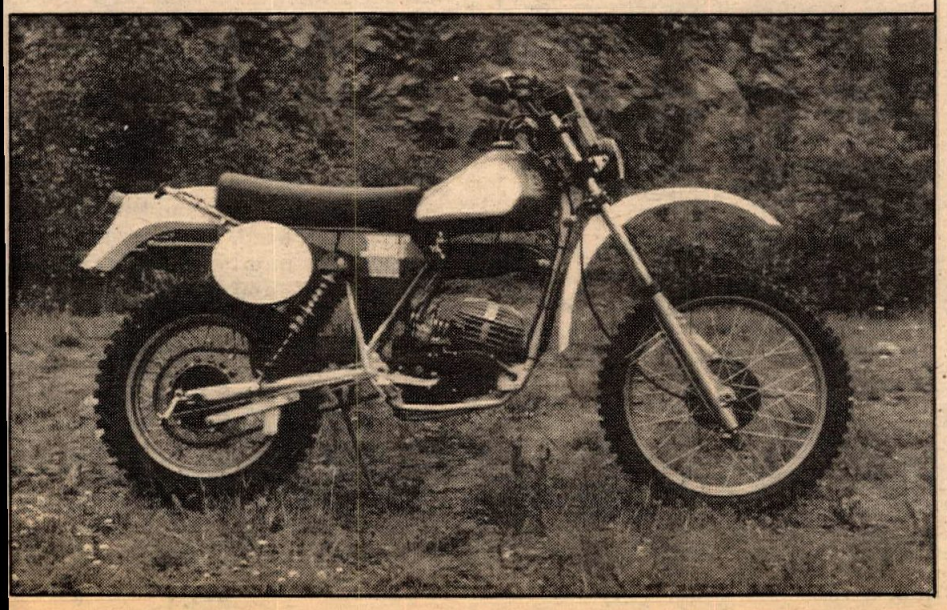
The Husky 430WR Dick Burleson Replica has a new cylinder and 40mm forks.



New 250CR features a completely new engine and primary kick start.



(Above) The 125XC has redesigned cylinder and 38mm Mikuni. (Below) Limited production 125WR has SEM magneto with dual lighting cable.



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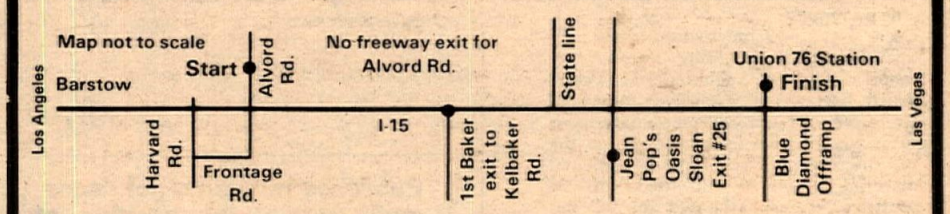

Watch Cycle News for more information or call the Cycle News Office
(213) 427-7433

Registration — Saturday, **November 28, 1981** opens: 8 a.m.
Closes: 11 a.m. Drawings at finish 3 p.m. sharp.

Poker Run Directions

Start and Registration — I-15 east to Harvard Road Exit (approx. 20 mi. east of Barstow), right turn. Turn left on Frontage Road (on south side of Freeway) approximately four miles turn left on Alvord Road then across Freeway to CYCLE NEWS' motorhome.

First check — Baker, California (approx. 40 miles from Alvord Rd.)
Check in by taking Baker Exit Road to Kelbaker Road (1st stop sign). Turn right, go past I-15 on ramp to CYCLE NEWS Check In.

Second Check — Jean, Nevada (approximately 65 miles from Baker).
Jean off ramp to Pop's Oassis and CYCLE NEWS Check inside the Casino. Additional alternate check at Sloan, Nevada.

Finish — Las Vegas, Nevada (approx. 20 miles from Jean).
Blue Diamond off ramp left to Union 76 Truck Stop and CYCLE NEWS Poker Run Finish under the Union 76 sign.

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $20 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90801-0498. Second class postage paid at Long Beach, CA.
POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.
Subscription rates: One year, second class mail, $20; two years, second class mail, $35; three years, second class mail, $53; 25 weeks, $11. Foreign rates available on request.
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ON THE FRONT PAGE: Broc Glover capped off his year by winning the Coca-Cola Supercross Finals before his hometown crowd in San Diego. No one could touch him. Photo by Dale Brown.

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VOICES

Buck to the Duck

Well, here it is almost Thanksgiving Weekend again, and instead of the roar of the masses, I am stunned by the sounds of silence. I know that for obvious reasons, some people must be silent, but what about the rest of you?

I have not seen the letters that I normally see this time of year, and the ads to "help the Duck" seem to have dropped from sight and mind. But he still needs your "bucks" *now more than ever!*

I know what I am going to be doing over the Thanksgiving Weekend — do you? I am going to be out in the desert riding my bike from Point B to Point V. I am going with my family and friends to do what has become a tradition among us and will continue to be for many years to come.

I have heard that there is going to be a race next year (from Point B to Point V). But how many times have we heard this before? (BLM propaganda.)

I am going to continue to support the Duck, and I hope you do, too. So send "a buck to the Duck" and see you in a few weeks!

Quack! Quack!

THE GOPHER

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

Guest Editorial

Gifts that keep on giving; sales aids that keep on selling

As I write this, I'm talking to "the trade:" i.e., bike dealers and their various suppliers. You customers can read over their shoulders, if you'd like. See if you don't agree...

Two seemingly unrelated occurrences haunt my mind, this foggy autumn evening here in Seattle. The first, early this spring, was Bill Spencer's Safety Fair. Bill's a former AMA Class "A" board member, a serious enduro rider and a certified safety instructor who teaches the Motorcycle Safety Foundation's rider courses through the auspices of Sixpence Motorcycle Club.

His fair came off like a small-scale "cycle expo" with exhibits by the various riding schools and safety organizations, movies, guest celebrities, stunt riding shows, hot barbecued ribs off the broiler, the whole works. I took Jon Jon, set up a table to plug *Cycle News,* ate some ribs, kicked back and watched the folks drift in and out.

What I saw was lots and lots of old-line bikers, died-in-the-wool enthusiasts who'd come to see *On Any Sunday* one more time, people with weather-beaten faces and lightly graying locks. Hey...something's not right, here. A safety fair, by design, should reach the folks with less than three years' riding under their belts. This crowd is mellow and having fun, but it's the wrong crowd. These guys know this stuff, already!

To give Bill his due, he'd used every means at his disposal to publicize the fair — handbills, press releases, personal diplomacy, guest appearances on talk shows, the whole shot. The plain truth is, his intended audience is just not reachable without mega-bucks worth of hype. They all got fed up with gas prices, walked into some dealer's shop, bought a bike — and disappeared.

The dealer had just one shot at 'em, sold 'em one bike each, and lost 'em. They'll never read a moto-magazine, never join a club, never go to a race. They'll never spend much on riding gear or accessories, either. I see 'em every day; schlock helmet to keep the rain off, old fishing waders and a hunting jacket for foul weather; a milk crate lashed on behind the seat and a flexy-plexy bar-mounted windscreen — that's it.

They'll also never be exposed to quality rider education. They'll screw up, crash, get terrified, hurt or killed. Either way, they won't be back for a second motorcycle. Gone. Repeat business, where'd you disappear to?

Pondering these questions, I muddled on through the 1981 season — working overtime, teaching rider schools, covering a few races, finally buying a used race bike and having another fling at it. As I went along, I began noticing the rebates. I was seeing $50 or $100 per bike advertised and thinking, "Whooee! That's a lot of money to budget for sales promotion."

Y'see, I was once a dealer (went broke); and I know what those kind of numbers mean, regardless of whether the individual dealer, his supplier or his trade association is actually footing the bill. It was a measure of how badly the trade wanted and needed to move motorcycles, since the combination of high prices and gonzo interest rates apparently have caused the market's collective sphincter to tighten.

I knew then that things were going to get bad. That rebate money was going to walk out the door with those first-time customers and disappear with them. I began thinking then, "It shouldn't have to be this way."

This evening it all comes rushing back. I just learned that two local dealerships have closed; two more are on the brink; and two of my friends in the trade are unemployed. Once again, the customers had gone away, and never come back. It's all too familiar, all too repetitive.

Will the same old cycle begin again next year? Will all you guys in "the trade" again budget $50 to $100 per bike to get a sluggish market moving? If so, consider the following alternatives before giving the money out as cash again.

Instead of that rebate, consider giving one or more of the following with each new bike sold:

1) A year's paid-up AMA membership
2) A year's season ticket to a local racetrack
3) A year's subscription to a favorite enthusiast's publication
4) A Rider Training gift certificate, redeemable at any course certified by the Motorcycle Safety Foundation, or its equivalent.

The cost of any of these promotions would be in the same ballpark as a $50-$100 rebate; and in many cases, would be considerably less. Each one of them has the net effect of getting that customer tuned in, turned on, properly trained in motorcycling.

It's a plain fact; people who are never taught proper riding skills are the most likely to become turned-off ex-motorcyclists — if not dead ex-motorcyclists. Either way it kills repeat business.

By the same token, people who never race, never read about bikes, never join clubs or enter activities spend less money on accessories and riding gear than people who do these things.

If you accept these truth, then consider this: Of the estimated 18 million American riders, less than five million ever read a moto-mag; barely 140,000 belong to the AMA; less than 10% ever become involved in any kind of activity. Some folks would read those numbers and weep. I say they represent the odds for improving the quality of motorcycling, and of the motorcycle business.

In that sense, the odds in our favor are fantastic, if you guys will just pick up the dice and roll. What do you say, AMA, MSF, MIC, promoters and surviving shop owners? Get it together on a national scale, and you can be a party to motorcycling's Renaissance throughout the '80s. Do nothing, and you can be each other's pallbearers.

Lane Campbell

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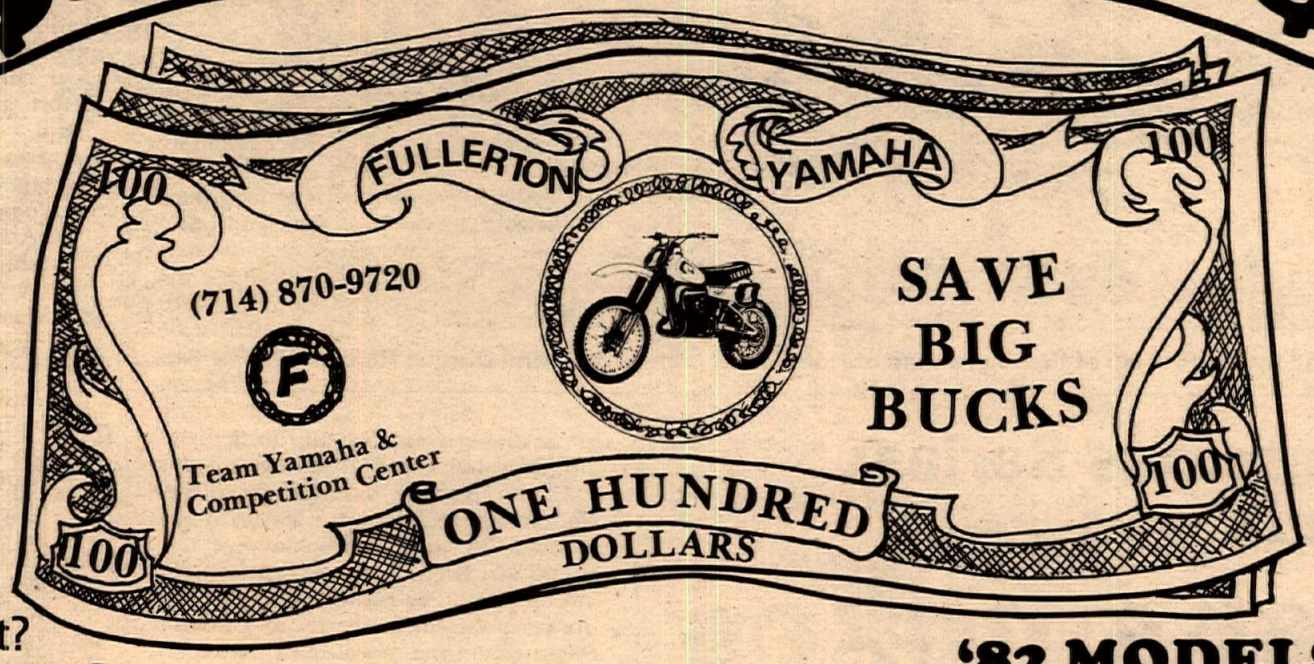

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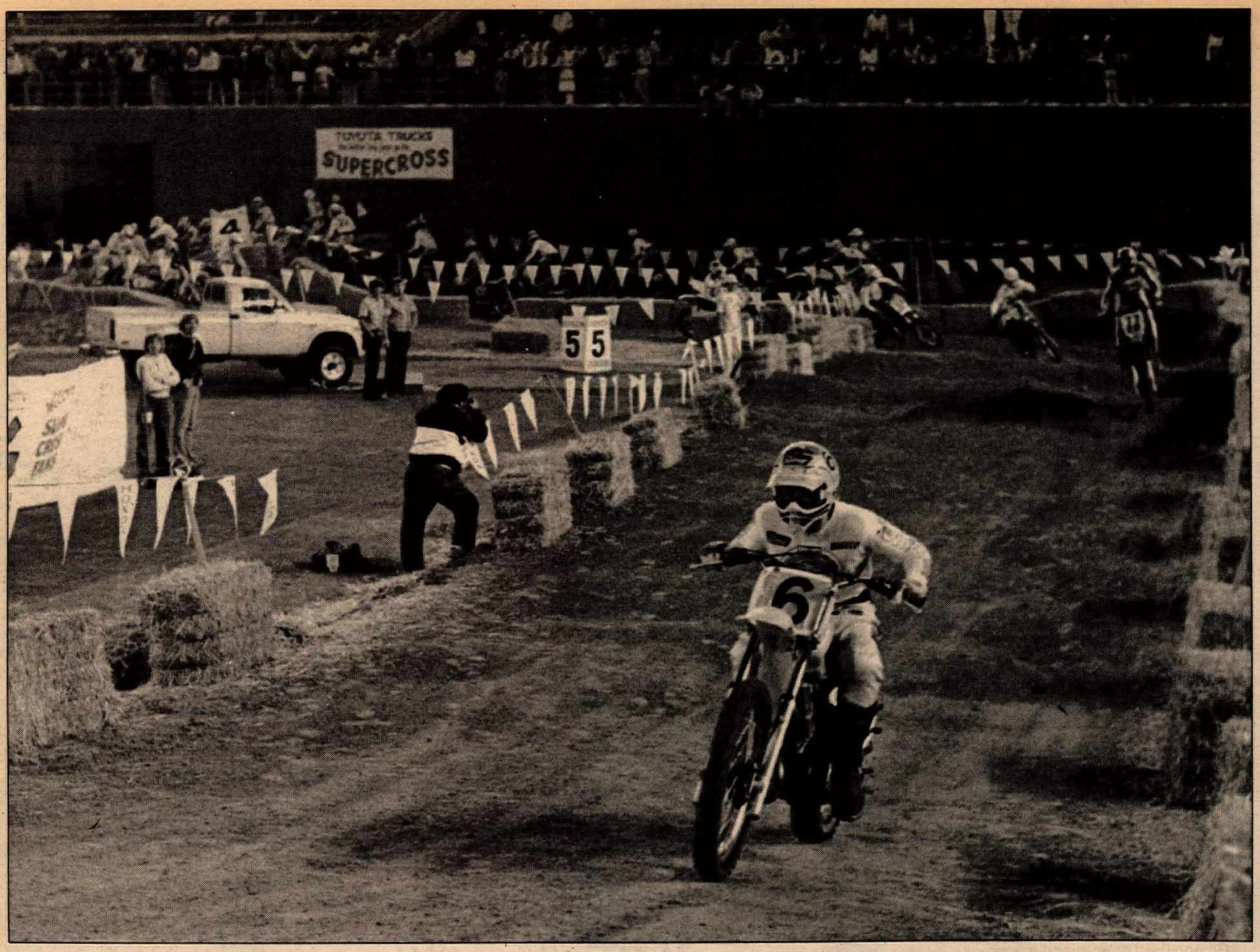

Broc Glover took the lead on the first lap of the final ahead of Ron Turner, Jim Gibson and Donnie Hansen. Glover was untouchable all night.

AMA Supercross Series: Final round

Glover smokes 'em at San Diego

By Mark Kariya
Photos by Dale Brown and Lance Bryson

SAN DIEGO, CA, NOV. 14

It was expected to be the final confrontation of the year between new Supercross Series Champion Mark Barnett and Broc Glover, who had a banner year in outdoor competition but was winless in the stadiums. Instead, Glover broke Suzuki's Supercross stranglehold this year by taking his latest Jon Rosensteiel-tuned Yamaha OW50 to an unchallenged victory before a hometown crowd of 41,189 at the Coca-Cola Supercross Finals at San Diego Jack Murphy Stadium.

The evening belonged entirely to the 1981 500cc National and Trans-USA Series Champion. In fact, the only time he ever saw another rider's rear fender was when he came up to lap him, as he got the holeshot and led every lap of both his heat race and the final.

Honda teammates Jim Gibson and Donnie Hansen took a short time to get untracked and by the time they did, Glover was easily in the clear.

Marty Smith, winner of three National MX titles in a career that spanned 10 years, chose to give his native San Diego fans the last look at him in AMA Pro competition. His retirement was announced in the *San Diego Union* the morning of the race; Smith claimed he was tiring of the travel required and the length of time it took to heal from injuries as major factors in the decision.

The track skirted the edges of the stadium's football field, basically resembling a large "U." It could best be characterized as short, rough and one-line.

Preliminaries

The first heat had to be the best of the night, matching Barnett and Glover, who started next to each other in the middle of the line. Glover shot out of the hole quickest when the gate dropped and slung his way through the banked first turn in the lead with teammate Scott Burnworth on a water-cooled OW and Barnet right behind.

Barnett wasted little time and passed Burnworth through a series of whoops two straightaways later. Within two laps, Glover felt Barnett poking his wheel on either side trying to find an opening he could slip through. Each time, though, Glover shut the door and scooted clear, leaving Barnett with the runner-up spot.

Burnworth and Suzuki-mounted Gary Semics held clear third and fourth slots throughout the race. Honda's Rich Coon rode fifth, the last position for a direct transfer to the final, from the second lap, but during the last half of the 10-lap race, Clint Hardick on a water-cooled Suzuki RM250Z was giving him fits.

The second heat saw Yamaha's Mike Bell, in his last race with the number one plate on his bike, lead the pack through the first turn followed by Honda's Chuck Sun, who gave Bell fits in last year's final here, and Suzuki's Denny Bentley.

Bell lost his lead, though, when he fell on lap three through a section of whoops. Only Sun made it past him while the lanky rider scrambled back onto his machine.

Bell didn't concede the race to Sun at that point, however, and he quickly reeled Sun back, retaking the lead two laps later in the section of small whoops before the mechanics' area.

Goat Breker put on a good showing, moving from sixth on the opening lap to finish third on his '82 factory Kawasaki stadium bike which was far different than the green team's previous machines. It sported a low-profile tank, single-strut Uni-Trak, new air-cooled engine and a four-speed gearbox.

Honda support rider Larry Wosick took fourth over Bentley for the other spots in the final.

Moto-X Fox Kawasaki rider David Bailey ran off with the third heat. Honda's two-time Superbikers winner Steve Wise hounded him in the early going but fell slightly off the pace to third.

Wise's teammate Jim Gibson started off about sixth and apparently tangled his clutch lever with someone or

Gibson (left) maintained a fast pace for second. (Top right) Hansen (21) leads the heat four start over Marty Smith (11), who was riding in his final race, Jim Weinert (46), Craig Gormley (524) and Eric Eaton (308). Mike Bell (above right) took fourth in the final despite falling and a foot injury.

something, moving it upward. The solution was, quite simply, to rotate it back to position which he did neatly with a couple hits from his hand while in mid-air off one jump. He caught and passed Wise for second a couple laps from the end.

Yamaha support rider Peter Snorteland got a third-place start but was bumped back to fifth by Suzuki's George Holland on lap three. Snorteland got him back three laps later and took fourth, leaving Holland to successfully fend off Suzuki-mounted Marty Moates.

Donnie "Holeshot" Hansen lived up to his billing by leading the last heat from start to finish. Honda test rider Ron Turner put his '82 CR250R into second but was upstaged when Johnny O'Mara worked his factory Honda up from a fourth-place start to second on lap six.

Honda-mounted Steve Martin took fourth away from Marty Smith on lap six, also.

Only the first two from each semi got to go to the final, and Suzuki support rider Gary Denton wanted to ensure he was there by getting the jump out of the gate in the first one.

Clint Hardick put on a strong drive through the whoops on his water-pumper to snag the lead on lap two, though, and he kept it easily after that.

Yamaha support rider Phil Larson, who led momentarily during the race, finished second, a short distance ahead of Pro Circuit Husky rider David Gerig whose last shot into the final would have to come in the consy.

Keystone MX Works Yamaha rider Jeff Hicks snared the second semi start ahead of Yamaha support rider Rick Johnson and PCP/Hi-Point Yamaha rider David Wood.

However, Johnson put his '82 YZ250J water-cooled production bike into the lead after the halfway point and took the win.

That put Hicks in second, but Marty Moates had other plans. Though plagued by a bad start, he was in seventh by the second lap and moving up steadily.

He was fourth by lap four and passed Yamaha-mounted David Taylor for third with three laps to go. Moates followed Hicks around for a little while. Coming into the sharp left at the mechanics' area, Moates locked his rear wheel and slid underneath Hicks. Moates quickly pointed his bike up the next straight, dropped the clutch and had the inside line and second place going into the next turn for a spot in the final.

The last chance for a starting position in the final came in the consy, and only the winner would go. Gary Denton got his second holeshot of the night on his Paul Thede-tuned RM but bailed on the first lap, along with a number of others.

That suited Jimmy Weinert just fine as he was there to take advantage of it and scooted his Jammin' USA Kawasaki into the lead. Lap after lap, the "Jammer," the so-called old man, kept the point until Jeff Hicks got a better drive out of one turn and put Weinert on the trailer.

Lance Moorewood led from start to finish in the special four-stroke exhibition race on his White Bros. Honda single-shocker. "There were a couple guys back there, but they're so heavy — the bikes — they tire you out, and you've just gotta stay consistent. I just studied really hard; I came out here Thursday and got some practice in. Then I concentrated real hard on the gate; I figured it was all in the start."

Final

Glover knew the importance of the start, also, and chose the spot to the inside of the starter's box. "I just thought if I could get off to a good jump, then I'd be the first one in the turn, and from there I could move out in the turn where I wanted to be," he claimed later. "It worked perfect for my heat race."

Indeed, and it worked to perfection again in the final's starts. Once the gate dropped, Glover was never approached by his competition as he put five seconds over the field after three laps, 10 seconds after eight.

Following him around on the first lap was a line of red machines with Ron Turner, Jim Gibson, Donnie Hansen and Chuck Sun trying to stay with the yellow and white-clad figure. Bell, Barnett, Bailey and Wise filled in the next spots.

Compared to the heat races, the final was a bit anticlimactic. Gibson moved to second on lap four, and though he was able to close the gap on Glover slightly in the final laps, there was little doubt as to the outcome of the race, barring mechanical failure or a mistake.

Hansen slipped into third on lap six and spent the rest of the race there. Bailey worked his way up from eighth to fourth by lap seven, but Bell broke away from Barnett, inched up on Bailey and stole fourth on the white flag lap.

Sun came out of his first major race since reinjuring himself at the Motocross des Nations with a sixth. "I'm pleased (with) the way I rode," he reported, "and that's more important right now, to me, rather than results, coming off injury. The potential's there; Im really gonna build on that this winter, and next year I'm gonna be all supercharged and ready to go!"

For Barnett, "It was just one of those nights. I got crashed a few times. If it's one of those bad ones, it might as well be tonight." He finished seventh, but he already had the Supercross crown clinched.

Burnworth, Holland and Turner rounded out the top 10. ●

Results

FINAL: 1. Broc Glover (Yam); 2. Jim Gibson (Hon); 3. Donnie Hansen (Hon); 4. Mike Bell (Yam); 5. David Bailey (Kaw); 6. Chuck Sun (Hon); 7. Mark Barnett (Suz); 8. Scott Burnworth (Yam); 9. George Holland (Suz); 10. Ron Turner (Hon); 11. Clint Hardick (Suz); 12. Larry Wosick (Hon); 13. Johnny O'Mara (Hon); 14. Goat Breker (Kaw); 15. Rick Johnson (Yam); 16. Marty Moates (Suz); 17. Marty Smith (Suz); 18. Jeff Hicks (Yam); 19. Denny Bentley (Suz); 20. Gary Semics (Suz).

AMA SUPERCROSS SERIES FINAL POINT STANDINGS: 1. Mark Barnett (294); 2. Mike Bell (247); 3. Kent Howerton (219); 4. Jim Gibson (193); 5. Bob Hannah (181); 6. Donnie Hansen (169); 7. Darrell Shultz (146); 8. Broc Glover (140); 9. Donnie Cantaloupi (122); 10. Chuck Sun (113); 11. Johnny O'Mara (92); 12. Warren Reid (91); 13. Marty Smith (88); 14. Steve Wise (82); 15. Rich Coon (74); 16. Goat Breker (70); 17. Rex Staten (67); 18. Arlo Englund (58); 19. Rick Burgett (53); 20. Jeff Ward (47).

Dick Burleson (left) was runner-up, but it was good enough for his eighth national championship. Terry Cunningham (right) got the win although it left him two points shy of dethroning King Richard.

AMA National Championship Enduro Series: Final round

Cunningham's win, Burleson's title at Tulsa National

By Brian, Ann and Cindy Palormo

TULSA, OK, NOV. 8

Husqvarna rider Terry Cunningham laughed in the face of a day-long downpour as he won overall honors at the R.M. Wheeler National Championship Enduro. He dropped only ten points in this final event of the series to become the winningest rider on the circuit with five overall victories to his credit.

In spite of that accomplishment, Cunningham would have to settle for second place in the 1981 National Championship contest. For the eighth straight year that honor belonged to Dick Burleson, the leader of Team Husqvarna, who now carves his own place in the AMA record books with the longest consecutive string of titles, surpassing the one established by Bill Baird between 1962 - '68.

The run was a showdown for the Husky trio -- Burleson, Cunningham and Mike Melton -- as the point spread between them was so narrow that scores from this event would determine the final standings for the year. Burleson had a narrow lead, but only two overall wins to his credit, while Cunningham and Melton each had four. The only other person to capture an overall win in 1981 was KTM's Darryl Kuenzer who had picked up one early in the season.

In the standings to determine AA riders for 1982, the spread between Husky's three aces and the rest of the pack was insurmountable at this point, which no doubt contributed to the absence of several of the season's more familiar faces.

The Kawasaki crew of Jack Penton, Mark Hyde, Ron Ribolzi and Vic Ely were all on the scene. However, they were one rider short on the starting line Sunday after Hyde broke his elbow in a fall Saturday afternoon.

Kuenzer won the luck of the draw for this run as he would be first AA rider on the line. Drew Smith was also on hand although he was riding for himself after Suzuki pulled the rug out from under the enduro team. Another rider back on the private effort was John Fero who rode a Husky for this event.

Speculating on the 1982 enduro scene was a game everyone was playing Saturday. "There's a ride out there somewhere," Ribolzi said. "It just may take some looking and it may mean focusing on events closer to home where local riders can identify you and your bike." That probably summed up a lot of riders' thoughts at this point.

For the sponsoring Tulsa Enduro Riders Association, this run had a special personal meaning also. For six years, including three Nationals, this has been one of the outstanding runs on the Black Jack Enduro Circuit which covers Missouri, Arkansas and Oklahoma. Anxious to preserve their reputation for putting on quality events, no effort was overlooked in preparation.

However, R.M. Wheeler's tragic death in May 1981 has ended the club's access to this 12,000 acre riders' paradise. Knowing this would be the final event; they wanted to make sure this one would be the best yet. Its importance in deciding the National Championship only intensified their desire.

Saturday it seemed like this would truly be an ideal weekend. Riders streamed into the ranch from Colorado to the west, Michigan to the northeast, Louisiana and Texas to the south and all points in between. A record number of pre-entries (380) led the TERA group to expand the number of "C" class entries they would accept by 50.

Earl Schnell, president of the club and trailmaster of the event, spent most of Saturday on the course, securing turn arrows, checking conditions of the terrain, verifying check mileages and any other detail he could think of to insure the run would be perfect. He has a reputation on the Black Jack circuit as being a master at check placement and he didn't want any of the problems which had developed at Nationals in Indiana and Washington earlier this fall cropping up here. (To achieve this he repositioned three and turned check four into an observation check.)

The Husky team devoted Saturday afternoon to bike preparation and PR with area Husky dealers and riders. An outward air of calm and casualness belied the internal pressures being felt by each team member for different reasons. For Burleson, a commitment that was one race short of eight-years-old was on the line. For Cunningham, it was the knowledge that to earn full recognition for a season that in many ways was rightfully his, he would have to dethrone the person who was responsible for helping him hone his skills razorsharp in a relatively short time. For Melton, it was the struggle between the bonds of friendship and the strong desire to win -- a desire that had been intensified during the close association with Burleson throughout the season. Sunday would be the perfect test for these three riders.

The stage was set, but a last-minute script change nearly undid everything -- Rain. Riders were just beginning to crawl out into the pre-dawn darkness when it started at 5:30 a.m. A chance of light showers had been predicted, but even the Tulsa natives were surprised at the intensity of these "light showers."

The sky seemed to brighten around 7 a.m., the rain slacked off and everyone was confident that things would clear. "No dust this year," Cunningham quipped. That had always been a problem in previous years.

Burleson was accused of praying too hard for rain (his preference for bad weather is known to all) and his wife Jill admitted to helping with those prayers. It soon became apparent whose prayers were going to be answered and to what degree. When the rains began again, it was with an intensity that was going to complicate matters for everyone.

The course was laid out in three loops. Everyone rode the first one which was 24.6 miles long and finished at the gas stop. Riders age 13 and under finished at this point. Honda rider Mike Lewis was the top rider in this class with a loss of 20 points.

The second loop was 60 miles long, included several rocky uphills, tight woods, fast trails and tricky checks. It wound around figure-eight-style, crossing itself and back-tracking on the first loop into the gas stop, where women and "C" class riders completed their stint. Jill Reynaud, riding a Kawasaki, took top honors for the women with a loss of 151 points and Gary Walkup took the overall C award on a Can-Am, losing only 62 points.

The third loop, known to be a killer in dry weather, would truly separate the weak from the strong. AA, A, B and Senior riders were supposed to cover the final 40 miles, but only the hardiest in this group even ventured out from the second gas.

Uphill trails collapsed, water spilled out of normally dry creek beds and ordinary roads developed a six inch topping of gooey mud -- but every time Cunningham passed spectators (in spite of everything there were a few) he seemed to be smiling. "I loved it," he remarked afterwards. "The mud never seemed to be a problem for me -- or the rocks either." He made it seem so simple you almost wondered why

everyone else was having so much trouble.

Burleson, who needed to finish no lower than second to insure his crown, had a few nervous moments waiting for other riders to cross the finish line. His 18 point loss included hot points at the first check and a minute loss at the second one, both of which were potential zeros in the score column. For some reason he has never done well at this enduro.

Three years ago the outcome of this run determined the final standings between Burleson and Ted Worrell. Then as now, he managed to come away with the points he needed to secure the title.

Third overall went to Jack Penton, with a loss of 25 points. High Point A rider was Wayne Beindorf, who is one of the leading riders on the Black Jack circuit. His loss of 31 points put him fourth overall. Mike Melton finished the day in eighth and was grateful to finish at all.

Melton started on row 44 which, under normal conditions, could have been an ideal location. However, he found trails deteroriating and had to maneuver around bogged-down riders as well as the natural obstacles. His bike began to give him trouble and at one point he was 17 minutes late. In the end he dropped 38 points.

Fortunately for TERA organizers, the Green County Four-Wheelers thrive on this kind of weather. They supply vehicles to transport workers to and from checks and assist with run supervision.

Riders were stranded all over the last two loops. The four-wheelers hauled back bikes and riders all afternoon and then as darkness was approaching went to work to free motorhomes, campers and vans trapped in the mud which rose up around the wheels as the rain persisted.

All in all, it was a day that no one would soon forget. No club this season had struggled against so many adversities to post results accurately and promptly. Even the trophy presentation had to be made in the rain.

It marked the end of an era as Burleson announced this was the last year he would compete for the National Championship. "After all," he grinned, " eight *is* enough." •

Results

OVERALL: Terry Cunningham (Hus) 10.
HIGH POINT A: Wayne Beindorf (Hus) 31.
HIGH POINT B: Vic Palmer 65.
HIGH POINT C: Gary Walkup 62.
AA OPEN: Dick Burleson (Hus) 18.
AA 200cc: Jack Penton (Kaw) 25.

TOP TEN OVERALL: 1. Cunningham; 2. Burleson; 3. Penton; 4. Beindorf; 5. John Fero (Hus) 36; 6. Vic Ely (Kaw) 37; 7. Ron Ribolzi (Kaw) 37; 8. Mike Melton (Hus) 38; 9. Dave Fogle (Hus) 47; 10. Rusty Reynaud (Hus) 48.

125ccA: 1. Jim Stanfield (49); 2. Jim Moon (160); 3. Jack Lane (21/ck 5).

200cc A: 1. Terry Brumley (97); 2. Michael Palmer (101); 3. Mike Black (226).

250cc A: 1. Mike Melton (38); 2. Dave Fogle (47); 3. Rusty Reynaud (48).

OPEN A: 1. Robert Caplinger (56); 2. Mike Hart (72).

125cc B: 1. Rick Adams (91/ck 7); 2. Lonny Henderson (135); 3. Jim Koenig (55/ck 5).

200cc B: Kenny Williams (70); 2. Mike McSpadden (176); 3. A.B. Bolton (75/ck 9).

250cc B: 1. John Brukbaurt (81); 2. Tim Newell (122); 3. Bruce Rayburn (179).

OPEN B: 1. Vic Palmer (65); 2. Clark Osborn (139/ck 8); 3. Roger York (145/ck 8).

125cc C: 1. Joel Harpole (156/ck 7); 2. Wayne Whaley (51/ck 4); 3. Robert Marshall (65/ck 3).

200cc C: 1. Paul Ellis (147/ck 7); 2. James Wells (160/ck 7); 3. Wesley Blackwell (ck 7).

250cc C: 1. Frank White (139/ck 7); 2. Steve Gardner (130/ck 6); 3. Phil Adams (53/ck 5).

OPEN C: 1. Billy Patrick (103/ck 7); 2. Paul Mendenhall (123/ck 7); 3. Dave Verts (155/ck 7).

SR: 1. Charlie Burk (65); 2. Zahn Lewis (115); 3. Terry Steward (190).

SR: C: 1. Norris Price (108/ck 7); 2. Don Herndon (142/ck 7); 3. Dale Roach (156/ck 6).

WOMEN: 1. Jill Reynaud (151/ck 7); 2. Julie Caplinger (152/ck 7).

MINI: 1. Mike Lewis (20); 2. Chris Caplinger (42); 3. Cole Register (47).

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES FINAL POINT STANDINGS: 1. Dick Burleson (252); 2. Terry Cunningham (250); 3. Mike Melton (228); 4. Jack Penton (110); 5. Jeff Fredette (107); 6. Ron Ribolzi (98); 7. Mark Hyde (91); 8. Kevin LaVoie (89); 9. Darryl Kuenzer (86); 10. Randy Martin (85); 11. John Martin (76); 12. Larry Roeseler (76); 13. Vic Ely (75); 14. John Fero (71); 15. Bill Berroth (45); 16. Rod Bush (44); 17. Tom Webb (39); 18. Fritz Kadlec (39); 19. Drew Smith (38); 20. Barry Avery (33).

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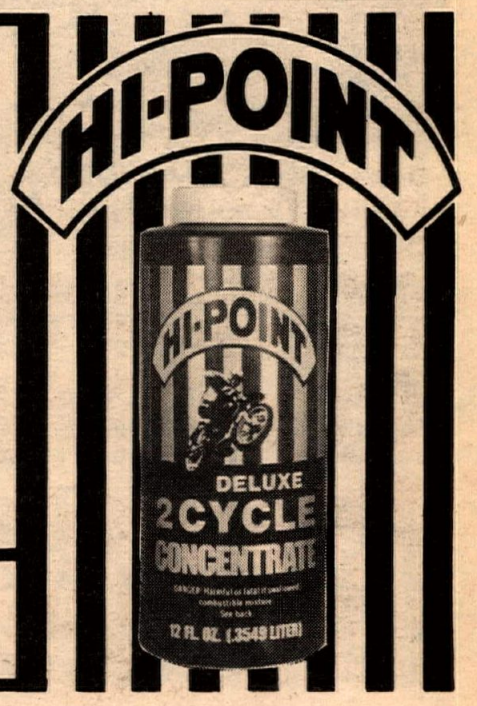

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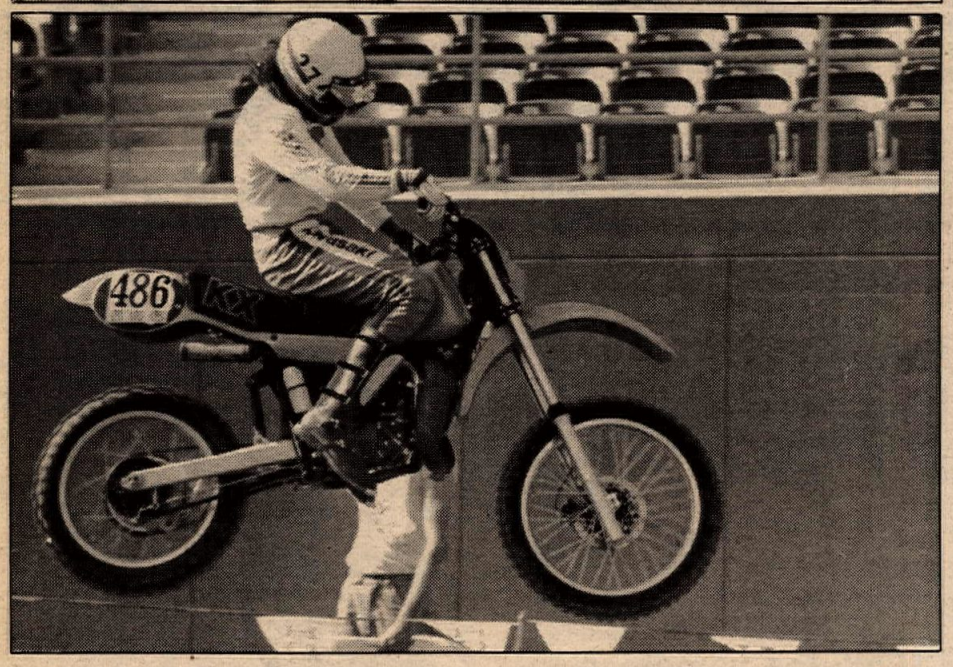

(Top) Billy Liles takes to the air on his 250 Kawasaki enroute to top 250cc Pro. (Above) Curt McCuistion styled his way to 125cc Pro class win.

Liles, McCuistion best CRC Amateur Supercross

By Lee Taylor

SAN DIEGO, CA, NOV. 15

Billy Liles of Fairbur, GA, riding under Kawasaki's colors, found himself catapulted to Supercross stardom at the California Racing Club's second annual San Diego Amateur Supercross race.

Liles showed the Californians Georgia style motocross by sweeping the field in the 250cc Pro class for a grandslam win.

Throughout two grueling motos, Liles had his work cut out for him. For starters, he had teammate Curt McCuistion to fight off. In the first round, McCuistion had problems out of the gate and was down half a lap on the start, but by the end of the first lap McCuistion was smoking! He inched his way into the lead but by the end was forced back to third with Liles and Scott Manning (Yam) in first and second, respectively.

When the machines blasted out of the gate for their second encounter, it was Liles, comandeering the race and holding McCuistion back in second, Troy Lee was running third and holding back Yamaha racer Troy Manning and Scott Johnson.

By the end of the night, Liles took the winner's share back to Georgia, McCuistion scooped up second place loot and third place gold went to Troy Manning.

Apparently no one told the amateurs that they were expected to ride a little slower and approach the Toyota Tornados and *Dirt Bike* Alley with more caution than the National racers did Saturday night. As a result, some startling lap times were logged and fans throughout the Stadium were in a constant state of frenzy.

Take for example, the 125cc Intermediates. In their qualifying heats all four divisions were crashing on their first lap, three and four riders piling up at a time, taking out haybales and yards of streamers wherever they want. No one was safe. They were on the pipe and going for it!

When the 20 finalists gathered on the grid for their final fling, apart from the mayhem that took place on their first lap with a gaggle of Intermediates piling up on the track, some serious racing took priority and impressive lap times of 54.1 seconds were logged.

Richie Dobbs led the group out of chaos and into the race. With Taylor Marcell and Bill Thiebert breathing down his jersey, the action was intense. Tracy Meeks, riding for the Kawasaki Motor Corporation, turned his mean, green machine loose and was soon established in third. With the top three inches apart, a classic 1-2-3, combination took form. On the white flag lap Meeks was within inches from taking away the lead when he hit a haybale and found himself forced to settle for second place gold. Marcell wheeled his bike into the winner's circle and Thiebert, who fought so hard to take Dobbs, captured third place honors.

This year's race was international as well as national in flavor and scope and the 125cc Beginner race was no exception. With Fernando Cintora of Tecate, Mexico, motocross's answer to Valenzuela, the spectators developed a case of "Fernando Fever" all over again. Cintora was magnificent! In the final he had George Bustos of Yuma, AZ in his sights and chased Bustos out of the starting gate and through the DG Superberm, over the Honda Himalayas and over Mad Jack's Hurdles. Cintora was tireless in his pursuit, within inches of command and all the while, fighting off Larry Fife, Todd Stubblefield and Dale Borcherding.

When the checkered flag waved the warriors home, Bustos held onto the victory position, Cintora took second place gold home to Mexico and Fife emerged in third.

Smaller in stature but every bit as gutsy as their big brothers the 80cc Intermediates took on the stadium track in one of the smoothest, most controlled races of the day.

When the mini warriors met on the grid for their final it was Richard Fleming leading the way with heavy artillery coming at him from Mike Gilmartin, Kenny Clifton and Jeff Barbacovi. Throughout the race, positions were tossed back and forth like a hot spark plug until the finish line loomed into sight. Fleming went down and DNF as Kyle Lewis, riding a Kawasaki for SuperSee, inched into the lead. Gilmartin maintained second, Bader Manneh took over third and Barbacovi, gingerly edging around downed riders, emerged with fourth place honors.

Curt McCuistion piloted his cool, green Kawasaki out in front for the start of the 125cc Pro contest and ran a smooth and seemingly effortless race, with average lap times of 51.1 seconds, for a wire to wire win. With Micky Dymond, Yamaha-mounted out of Orange County Cycle and Suzuki racer Scott Meyer, running second and third respectively, McCuistion simply left them to hold back the rest of the field. Yamaha rider Ron Lechien had an unholy duel on his hands with Jeff Stanford, finally breaking away and zooming into second. When the first moto wound to a close, McCuistion led across the line, followed by Lechien and Meyer running second and third.

Their second encounter was more radical than the first. With a flock of riders crashing on the straightaway the race was black flagged. On the restart, McCuistion was in trouble out of the gate and had to fight his way up to second. Billy Liles was there and lost no time in turning his Kawasaki loose and out in front. A classic duel between teammates went down for the moto win with Liles holding command. McCuistion fought off Lechien down to the end, along with Tibbs McCullough and Tony Gomez, running fourth and fifth respectively. When the checkered flag waved them home, McCuistion took home the pot of gold, Lechien, with a 2-3 ride, gathered second place monies and third overall honors went to Mike Tripes with a 6-6 ride.

When the Open Pros blasted out of the gate for their first round, Micky Dymond, at the helm of a Yamaha for Orange County Cycle, led the charge from wire to wire. But with Don Griewe and Bob Schulz hot on his tail, Dymond had his hands full. Griewe held onto second, holding off Schulz.

When the machines came to life for their second moto, Dymond once more was out in front. With Schulz in second the pressure was intense. Griewe was knocking on Schulz's back door and slipped on through. For Dymond, the second round spelled trouble. He kept glancing over his shoulder, down at his bike and found himself losing power and bit by bit, being shoved back in the pack. When the finish line came into sight, Griewe took home the winner's share of the pot, Schulz scooped up second place gold and third place loot went to Robert Noland for a 5-3 ride.

Along with the victories and near-victories of racing go hurts and disappointments. The Open Intermediates experienced a crash that ended in injuries for Bob White, a home town boy riding for Lemon Grove Suzuki.

What makes this one accident especially noteworthy is the incredible work of the rescue crew in helping Bob. The University of California at San Diego Medical Center was alerted and its Life Flight Helicopter landed in the stadium to transport Bob to the hospital, a 30 second flight away. A doctor and staff attended to Bob's neck injuries with all the care and precision one would expect from the finest hospital. A special thank you to those who were there and took the time to give Bob the care he needed. •

Results

JR CYC NOV: 1. Tommy Clowers (Yam); 2. Eric Litzenberg (Yam); 3. Lenny Grieyett (Yam).

JR CYC INT: 1. Shane Hunt (Yam); 2. Alvin Matthews (Yam); 3. Matt Foster (Yam).

JR CYC EX: 1. Kyle Lewis (Kaw); 2. Shaun Kalos (Suz); 3. Shane Trittler (Yam).

80 BEG: 1. Miguel Arauio (Yam); 2. Gordon Keller (Yam); 3. Darryl King (Yam).

80 NOV: 1. Jimmy Moon (Yam); 2. Dave Kirkpatrick (Yam); 3. Michael Dickerson (Yam).

80 INT: 1. Kyle Lewis (Kaw); 2. Mike Gilmartin (Hon); 3. Bader Manneh (Yam).

80 EX: 1. Rick Hemme (Suz); 2. Bruce Bunch (Suz); 3. Sam Storer (Kaw).

100 BEG: 1. George Bustos (Yam); 2. Steve Moreno (Yam); 3. Jerry Moreno (Yam).

100 NOV: 1. Colin Ryan (Yam); 2. Kelly Virchow (Yam); 3. Tim Bluth (Yam).

100 INT: 1. Chuck Chagnon (Suz).

125 BEG: 1. George Bustos; 2. Fernando Cintora; 3. Larry Fife (Yam).

125 NOV: 1. Chris Gables (Suz); 2. Barry Kelperis (Suz); 3. Rob Trone (Yam).

125 INT: 1. Taylor Marcell; 2. Tracy Meeks (Yam); 3. Bill Thiebert (Suz).

125 PRO: 1. Curt McCuistion (Kaw); 2. Ron Lechien (Yam); 3. Michael Tripes (Yam).

250 BEG: 1. David Williams (Yam); 2. Clay Rawlins (Yam); 3. Alan McCown (Yam).

250 NOV: 1. Gary Renko (Kaw); 2. Ken Donovan (Kaw); 3. Bill Scott (Yam).

250 INT: 1. Mark Anderson (Yam); 2. Kevin Brown (Mai); 3. Jim Brodie (Hon).

250 PRO: 1. Billy Liles (Kaw); 2. Curt McCuistion (Kaw); 3. Troy Manning (Yam).

OPEN BEG: 1. Ray Glover (Yam); 2. Michael DeStefano (Yam); 3. Ken Duncan (Suz).

OPEN NOV: 1. Jim Carter (Yam); 2. Chris Dowell (Yam); 3. Monte Lutz (Yam).

OPEN INT: 1. Douglas Berg (Yam); 2. Don Glover (Yam); 3. Dean Adkins (Suz).

OPEN PRO: 1. Don Griewe (Hon); 2. Bob Schulz (Yam); 3. Robert Nolin (Yam).

VET JR: 1. Tom Sawyer (Yam); 2. Dwain Jarrett (Mai); 3. Clive Cheffins (Yam).

VET INT: 1. Chris Haines (Hon); 2. Ray Simmons (Suz); 3. Richard Myers (Hon).

VET EX: 1. R.D. Tuzinsky (Yam); 2. Jerry Benson (Suz); 3. Bob Crosta (Suz).

TEN YEARS AGO

Terry Dorsch won his fourth straight big race by taking the California State Championship half mile at Ascot Park on his Triumph. **Tom Rockwood** on a similar mount finished second at the daytime affair followed by Norton-mounted **Dave Smith. Ken Roberts** set fast Junior time on his Yamaha and blew them away in the main. **Gary Scott** on a Triumph was second. Suzuki-mounted **Ivan Shigemasa** won the Novice main.

Despite taking a wrong turn and running out of gas a while later, **Rich Thorwaldson** took his Suzuki to the win in the So Cal Turkey Run hare and hound at Red Rock Canyon, CA. **Larry Berquist** on a Bultaco 250 was second after bailing twice. "The second time was a real good one," he mentioned. First 250cc Amateur and 11th overall was **Brent Wallingsford** on an Ossa with **Mitch Mayes** easily the first 100cc Expert at 15th overall on his Harley Baja.

Belgian Suzuki factory riders swept the Puyallup Trans-AMA race with **Joel Robert, Roger DeCoster** and **Sylvain Geboers** dominating the competition. Husky-mounted **Mark Blackwell** (11-6-6), at seventh overall, beat out **John DeSoto's** Suzuki (10-18-5 and ninth overall) for the top American. Maico pilots **Jim Wicks, Gary Chaplin** and **Tim Hart** swept the 250cc Support class.

The second round of the California State Trials Championship took place in Hollister. **Lane Leavitt** dropped 20 points to best **Rich Bledsoe's** 23. The win put Leavitt in the series lead over **John Walters**, 25 to 23.

Bultaco-mounted **Pat Hennen** won both his heat and the 250cc Expert main at the Los Gatos M.C. scrambles finale in Los Gatos, CA.

The AMA Competition Congress announced, among other items, the 1972 AMA Grand National Championship schedule, the numbering system for the GNC, a ban on titanium frames and approval of five-speed gearboxes.

Dick Breker beat **Whitey Martino**, who was returning from injuries, at the Hi Desert Racing Assn. European Scrambles.

Steve Stackable doubled up and won both the 125cc Seniors and Open Juniors, on a Yamaha and BSA respectively, at the Austin (TX) Motosport Park MX.

Pat Evans had a great day at Willow Springs Raceway in Rosamond, CA, winning 200 and 250cc Senior GP, 200cc Production and getting second in 250cc Production.

An SCMBKA minibike race at Saddleback Park saw **Wayne Rainey** win the 1-3 horsepower 9-11 year-old class on a Honda. In the same age division, but for 7 horsepower and over minis, **Jeff Ward** was the victor. Rainey also won the Division A Minicycle race on a Yamaha. •

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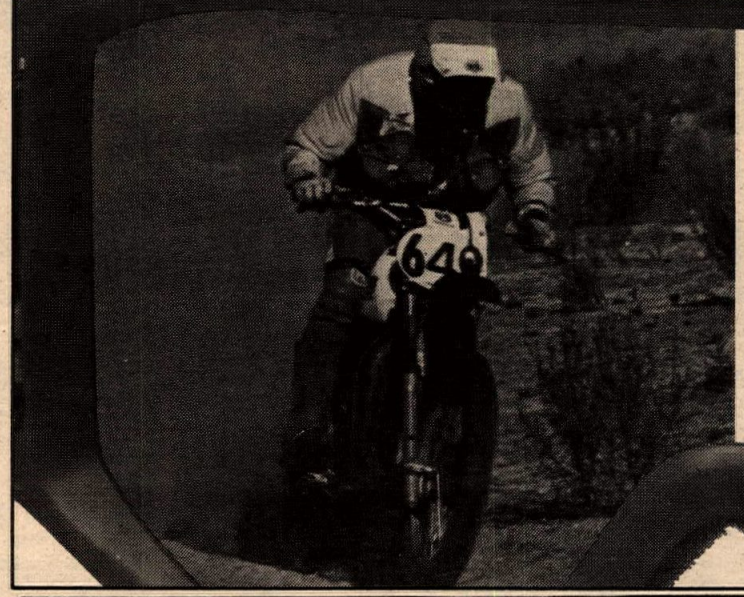

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Congratulations to Team Husqvarna riders Scott Harden and Brent Wallingsford for winning the Baja 1000! Both riders saw their way to victory with their Scott USA goggles and lenses. Further proof that "Winners wear Scott".

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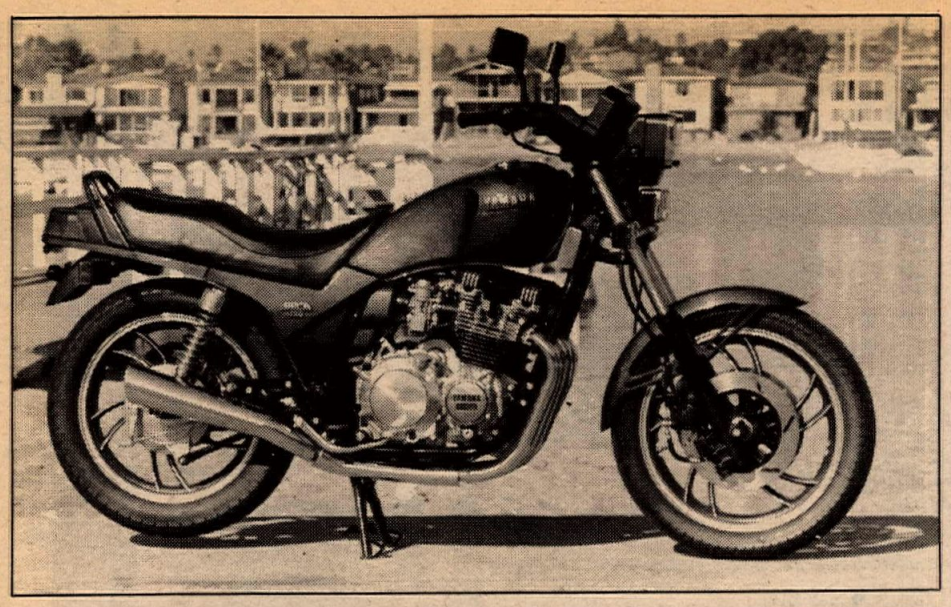

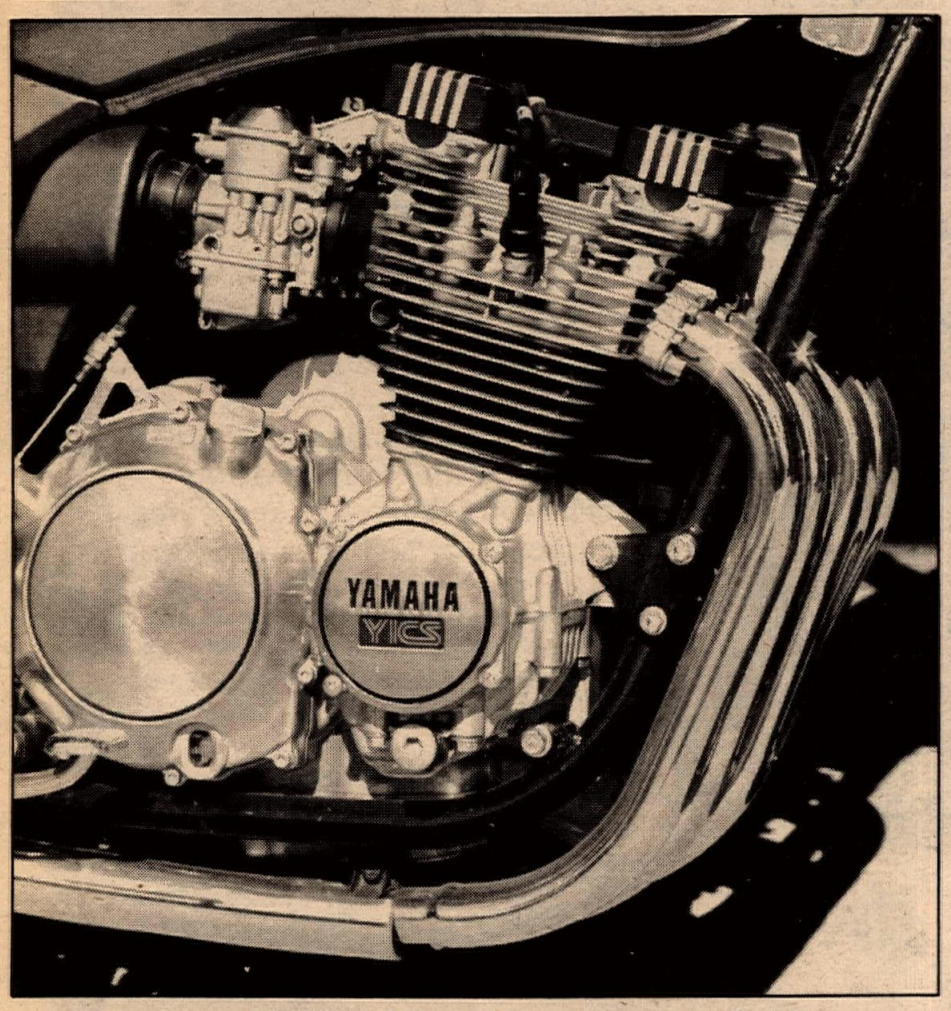

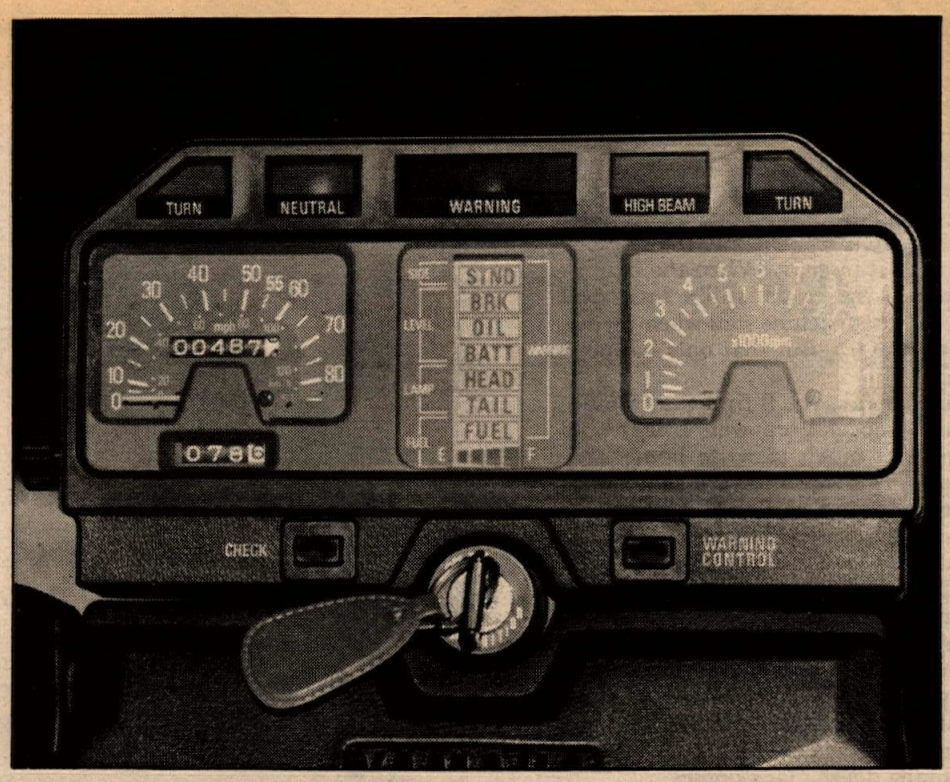

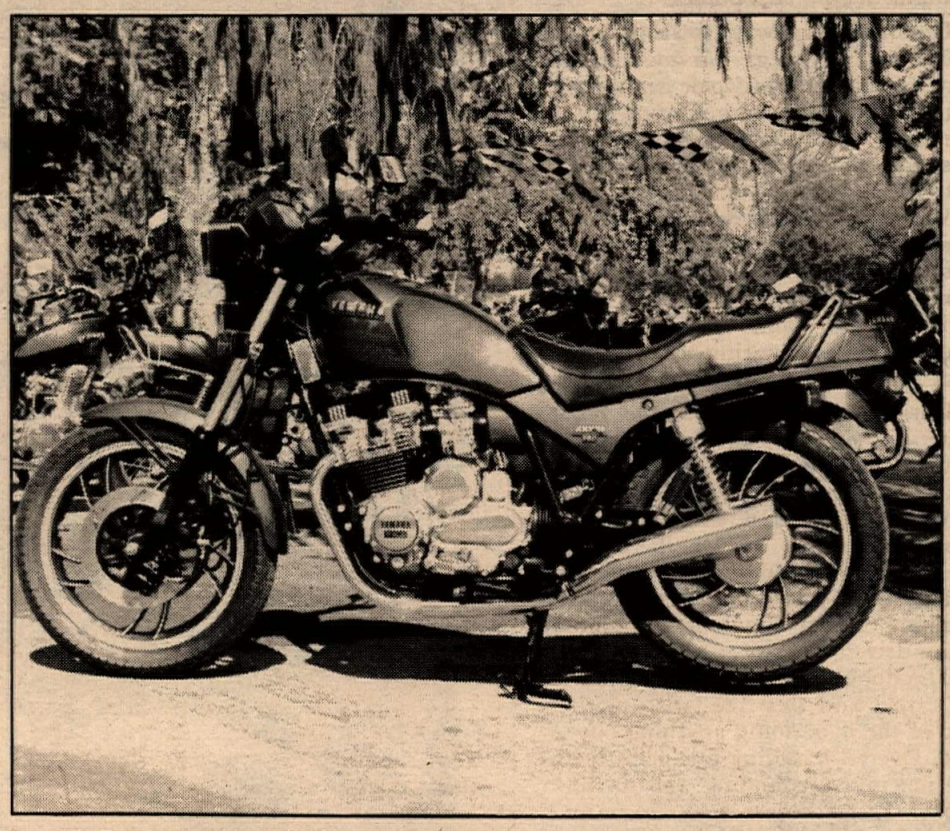

(Clockwise from top left) Futuristic styling makes the Seca look fast, even standing still. Computerized dash monitors several functions and runs through a check list when the bike is started. Left side view shows shaft drive. Four cylinder engine puts out plenty of ponies.

Impression: 1982 Yamaha XJ750 RJ Seca

Fast red flash with computerized dash

By Dale Brown

"Ah, roger Houston. All systems go. T minus 60 and counting." Remember the space shots? Computer countdowns as far as the eye could see and the ear could hear, then, *blast off!* The 1982 Yamaha XJ750 Seca is a little like that.

Boiled down to the basics, the Seca is a muscular 750 sports bike that features shaft drive, high style, and enough *Star Wars* wizardry to keep the most ardent techno-nuts happy.

First impressions are dominated by the styling, with the gas tank swooping towards the seat in a clean, fluid line reminiscent of one of Tracy's beautiful fiberglass creations. The rear taillight is blended with the rear deck to form another clean line. At the other end the dual rectangular headlight/running light combination adds to the futuristic look. Compare this machine to any 1973 vintage machine and be astounded by the difference.

But most of our acquaintances choose their machinery on the way it performs, not how it looks. During our brief impression, we came to the conclusion that the Seca measures up well against that yardstick.

What sits between the rider's right hand and the shaft drive at the other end is a 748cc double overhead cam four cylinder motor. It's not terribly complex, with two valves per cylinder and a bore and stroke of 65.0 x 56.4mm. Even the trick stuff is not complex. The YICS (Yamaha Induction Control System) has no moving parts. It's a series of sub-intake ports connecting the outside air to all four cylinders. Since only one cylinder at a time is on the intake stroke, that cylinder alone will draw air. The air, according to Yamaha, will cause the incoming fuel/air mixture to swirl for better combustion efficiency.

Carburetion chores are handled by four Hitachi HCS32 constant vacuum carburetors, and the ignition is transistorized.

Starting the Seca is a snap. Pull the handlebar-mounted choke all the way over and give a stab at the electric start button. The machine fires right to life and the choke can be almost immediately reduced by half. Warm-up is quick — you can leave as soon as you're ready and the choke can be completely turned off after only a few miles of riding. This machine was the quick warm-up champ of any machine we've tested since the EPA got nasty a few years back.

(One incidental featured we really appreciated: If the engine cut-off switch is on off, the electric start can't be activated. A nice feature for those of us who suffer from an occasional case of absent-mindedness.)

Once the engine comes to life, you're treated to the countdown we referred to earlier. The LCD console on the in-

strument panel checks sidestand placement, brake fluid, engine oil level, battery fluid level and all the lights. After the micro-computer goes through the checklist, the warning light goes off. If you persist in leaving the sidestand down, not only will the warning light not go off, but the electronic circuitry will kill the engine if you put it in gear. When the bike was new and the clutch still a little tight, we had the machine stall when the sidestand was *up*. But that only happened once.

Underway, you'll find that the Seca makes good horsepower. Under 5,000 rpm isn't much to write home about but easily enough for cruising the city streets. Short shifts at about three grand was the usual mode of operation, and we never did get stopped by an officer of the law interested in writing something for us.

At about 6000 rpm things start happening in a rush and they continue that way up to about 8500. It's a strong rush, and passing scenery blurs in a hurry. No doubt about it, this red Yamaha doesn't lack ponies.

Out on the highway, you'll find that 5500 rpm in fifth gear is good for an easy 75 mph and the engine is just starting to hit stride. Running it up into the heart of the powerband in that sort of situation will require care, a radar detector, or both.

Vibration on the Seca is minimal and easily adapted to. In fact, the bike is quite acceptable as a cross-country touring mount. YPDI, the parts/accessories arm of Yamaha, realized that and had several touring items for the Secas at the '82 Yamaha dealer show.

During our impression the shaft drive worked well. Previous Yamaha shaft-driven bikes had the tendency to take a severe nosedive any time the throttle was chopped, but not so with the Seca. In fact, only the lack of an oil puddle that usually gets produced in a chain lubing session kept us from thinking that the machine was indeed chain-driven.

The double cradle frame proved to be strong and flex-free, with neither end of the bike doing anything out of line. Overall handling was good, with the machine responding well to rider input. Faster riders may encounter ground clearance problems unless they take to the hanging off style popular in modern road racing circles. An acquaintance of ours with a 750 Seca and an healthy desire to go fast has ground away much of the original footpegs, as well as lightening the sidestand considerably.

The front forks worked very well, with little abuse reaching the handlebars. The forks have an anti-dive feature, and when the front brake is applied a valve is hydraulically activated to restrict oil flow in the forks. Then a check valve is supposed to relax the restricting pressure when a bump is encountered. In our experience, the anti-dive feature worked fine under moderate braking pressure, but any kind of a healthy two-fingered grab at the dual discs and the resultant weight transfer dropped the front end just like any other motorcycle. All in all, though, we got along fine with the front end.

The rear end, however, was a different story. The rear shocks need lighter springs. Even with the preload on soft and damping set the same, the rear end was too stiff. That led to some pretty skittish behavior to the rear end through bumpy turns, and pockmarked asphalt made its impression on the rider's rear.

That was a pity, because otherwise rider comfort was superb. The seat is soft, comfy and stands up well to the passing of many miles at a stretch. The gas tank is properly sculpted at the seat junction for a narrow profile.

Seating position was excellent, with the pegs slightly rearset and both the shift lever and brake pedal handy without constantly intruding. The handlebar arrangement suited us just fine, but the grips were a little on the hard and thin side.

The brakes (dual disc front, drum rear) were more than adequate. We had smooth, controllable braking throughout our test.

Bridgestone supplies the tires. We didn't get a chance to run them in the rain, but they worked well for other situations and they tend to ignore rain grooves.

To sum everything up, we liked the Seca. It's only moderately updated from 1981 (red or silver paint scheme, black engine trim), but it certainly holds its own in '82 — at least against normally aspirated machinery. Check it out. ●

Specifications

Engine	
Type	4-Stroke, DOHC, Four
Displacement	748cc
Bore and Stroke	65.0x56.4mm
Compression Ratio	9.2:1
Maximum Torque	45.6 ft-lbs. (6.3kg-m) @ 7,500 rpm
Carburetion	Four Hitachi HSC32
Ignition	Transistor-Controlled
Starting	Electric
Lubrication	Wet Sump
Oil Capacity	3.7 qt (3.5*l*)
Transmission	5-Speed
Chassis	
Overall Length	83.1" (2110mm)
Overall Width	33.9" (860mm)
Overall Height	44.1" (1120mm)
Wheelbase	56.9" (1445mm)
Ground Clearance	5.5" (140mm)
Seat Height	30.3" (770mm)
Dry Weight	480 lb. (218kg)
Fuel Tank Capacity	5.0 gal. (19.0*l*)
Suspension	
Front	Air-Adjustable Telescopic Fork
Rear	Adjustable Damping
Brakes	
Front	Dual Slotted Discs
Rear	Drum
Tires	
Front	3.25H-19
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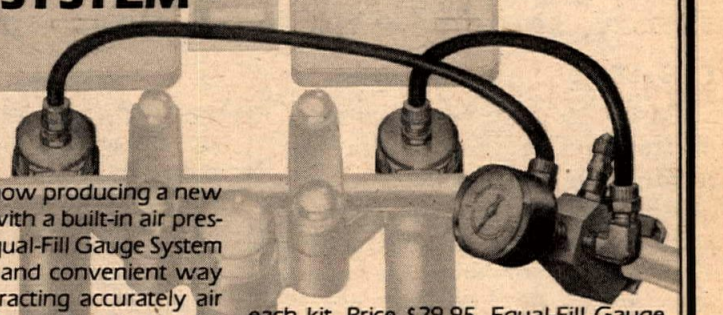

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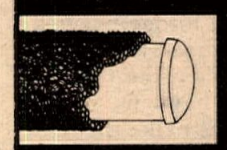

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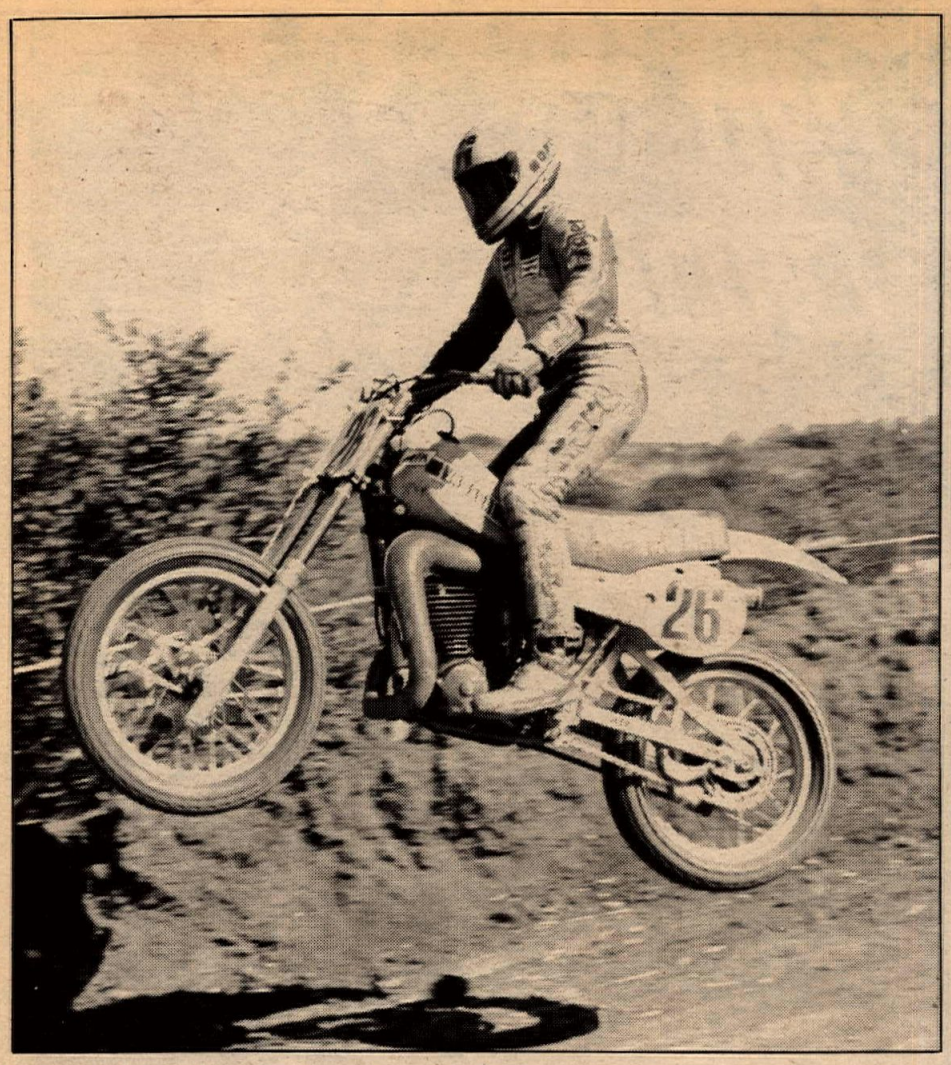

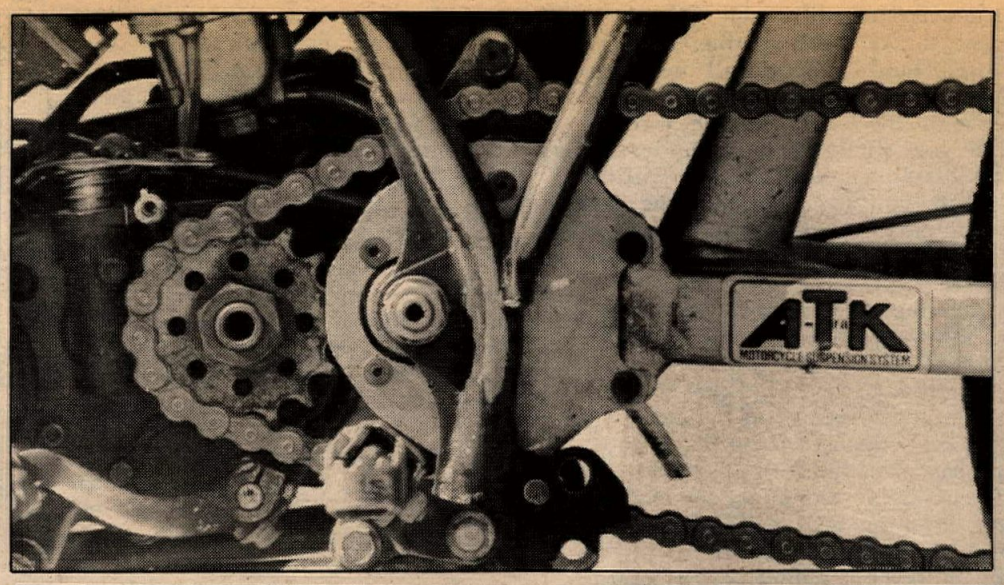

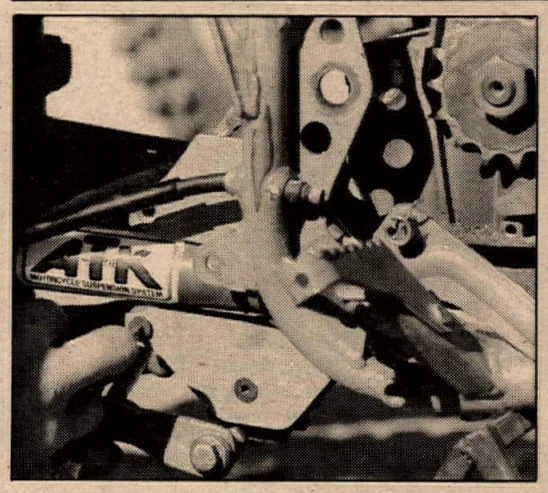

(Left) Mike Kidd's A-Trak-equipped YZ465 was the highest placing non-factory bike at The Superbikers. (Top right) The A-Trak on the 465. (Above middle) Installation requires removal or loosening of the chain, pulling the swingarm bolt and bolting the A-Trak in place. (Above right) Completed installation.

Product evaluation

Dirt alert — A-Trak arrives

By Mark Kariya

Riding any motorcycle quickly, whether you compete against others, the clock or yourself, boils down to a single, basic premise (that, in theory, should be quite simple) — maintaining control.

Of course, the faster you go, or the trickier the terrain, the harder it is to keep both wheels on the ground underneath you. That is where suspension comes in. Thanks to modern motorcycle suspension systems, today's riders are able to conquer whoops, ruts, hills and much more at greater speeds and in more comfort than was thought possible 10 years ago.

And while motorcycle evolution still motors onward, it seems to be doing so in small steps instead of quantum leaps. Almost every month brings some new or improved idea aimed at the competitive rider.

The A-Trak suspension system is one such idea.

With his product in use on street bikes for over a year, designer Horst Leitner, a former Austrian ISDT rider, has spent much of this year getting A-Trak tested and developed on dirt bikes. Two riders have done much of the testing (and winning) with A-Trak-equipped bikes — Curtis Cannon, a 13-year-old southern California dirt track whiz, and Mike Baker, another SoCal rider who is a top notch grand prix rider as well as a proficient motocrosser.

The A-Trak system was favorably evaluated on a Honda CB900F in issue #26 of *Cycle News,* but for those who don't remember or (heaven forbid) didn't read it, the A-Trak is a pretty simple device. Basically, there are two rollers, one above and one below the swingarm pivot, connected by two pieces of machined aluminum flat stock.

Call it a chain guide or chain tensioner or whatever, but the rollers spread the chain apart at the swingarm pivot until the chain is almost running parallel to the swingarm. This does two things: 1) the chain can be adjusted until there is very little slack, and 2) according to Leitner, it eliminates the torque reaction of the chain on rear suspension components.

It is the second item that Leitner claims does the most good. Without the A-Trak, whenever throttle is applied, the chain-caused torque reaction extends the shock (or shocks) which effectively stiffens it. When the throttle is shut, the opposite happens. What this does when riding is make the rear end of the bike harsher and less sensitive to bumps under acceleration and spongy under trailing throttle.

With the A-Trak, and no torque reaction, the shock should, theoretically, be free to do the job for which it was designed under all circumstances. In other words, it should make maintaining control of the bike easier.

To see if theory actually worked in real-world situations, we got together with Leitner at Saddleback Park for an afternoon of riding. He brought out two virtually identical bikes for us to ride around, 1981 Can-Am 250 Qualifiers. Both bikes had the A-Trak and reasonably fresh tires but were otherwise bone stock. After riding both bikes to ascertain that they performed the same, the A-Trak on one bike was removed.

Installation, or removal, of the unit was quite simple and quickly accomplished. In brief, all that is necessary is to loosen the chain, pull the swingarm pivot bolt out, slide the A-Trak into place over the front of the swingarm, center and adjust things, then go ride. Instructions are included with each unit, and it should take no longer than a half hour of your time to get it together.

Out on the track or trail, the only difference immediately discernible was the absence of noise due to the chain flopping around. However, more riding time revealed that the A-Trak-equipped bike felt a little plusher on sharp-edged bumps and didn't seem to kick around quite as much, even with the stock old gas Girlings.

Climbing hills was another area in which the bike with A-Trak felt like it had a slight advantage. Again, the rear wheel didn't seem to spend as much time bouncing in the air. If both bikes were stopped near the top of a loose, rock-strewn uphill, the scooter with A-Trak felt like the rear wheel spent more time getting traction than hunting for it.

Leitner claims that the more powerful the bike and the more torque it produces, the more difference will be noticed when the A-Trak is installed.

Naturally, seat-of-the-pants impressions are one thing; lap times around a track are another. Thus, timed laps around one of Saddleback's motocross tracks were in order. The objective was not to go as fast as absolutely possible, but to ride at a rapid and consistent pace, one that would be fast yet not so fast as to cause time-consuming mistakes.

Due to dwindling daylight, we elected to run but three laps on each bike starting with the A-Traked one. It felt OK, no major errors that would throw the timing off were committed, and the three laps went by quickly enough.

On the bike sans A-Trak, the same lines and braking points were used as we tried to duplicate the first ride as much as possible. However, it felt like we were going faster on the second ride. "Hmm, might just be that Horst is wrong about this thing."

Nope. As it turned out, each lap with the A-Trak bike was quicker (by 1.5, 1.7 and 1.6 seconds on a track that took us in the low 1:50s to lap), and lap times are the bottom line.

Realize, of course, that this was a very unscientific way of reaching any firm conclusion. Optimally, we'd like to try the A-Trak on different bikes, different tracks and with different riders using light beam-triggered electronic timers, but time and money prevent us from doing so.

Initial impressions of the A-Trak suspension system on dirt bikes, though, are favorable. Besides many local race wins, A-Trak bikes have done well in bigger races like Pike's Peak and The Superbikers III where a trio of YZ465s entered under the Dallas Baker Products banner took third in team competition behind Team Honda and Team Maico. Rider Mike Kidd was the first non-factory bike, beaten out of fifth by Yamaha's GP motocrosser Hakan Carlqvist on the last lap.

Should you buy one? At $109 they're not cheap, but they appear to do what they're claimed to. There are models to fit almost any bike including late model Can-Ams, Honda CRs and XRs, Huskys, Kawasaki KDXs, KLXs and KXs, Suzuki PEs and RMs and Yamaha ITs and YZs. In addition, there are universal models for other applications, either left or right-hand drive chains.

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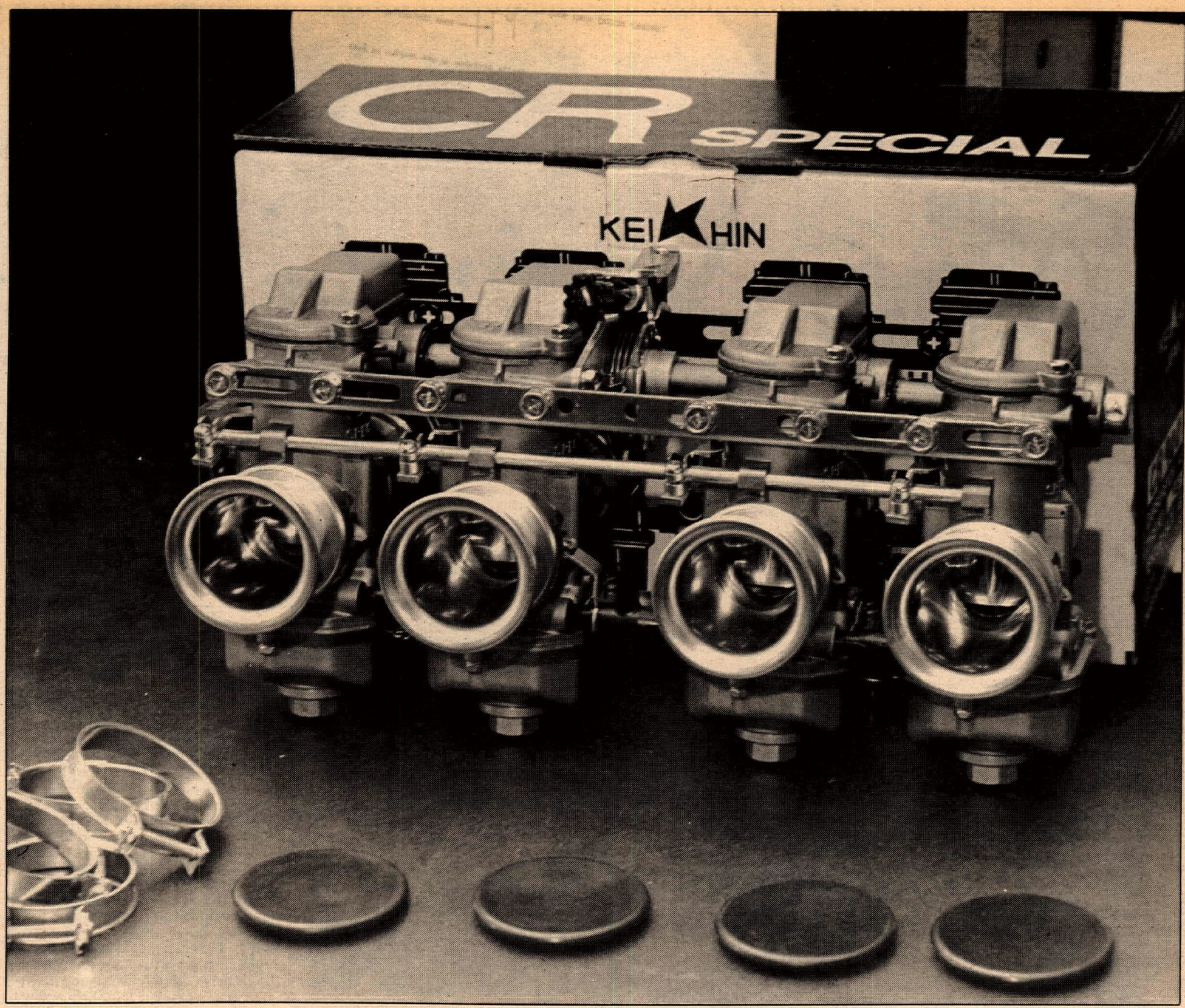


Product evaluation

Keihin's new smoothbore CR carbs

By Dale Brown

Keihin has been making carburetors for Hondas for as long as we can remember, but it is R.C. Engineering who will be handling the latest from Keihin, a line of smoothbore racing carburetors for four-cylinder machines.

Unlike Mikuni, which offers only one size of smoothbore, the Keihin CRs come in 29, 31, 33 and 35mm sizes. R.C. Engineering says that not only do they flow a lot more fuel at high speed than regular CV carbs, but they're also well suited for street use because of good low speed circuits.

A set of 31mm CRs was installed on a staffer's 1981 Honda CB900F. Mounted on a rack, and thus adjustable for a wide range of machines, they fit right on, although the gas tank had to be raised by half an inch for clearance. That meant a rubber collar had to be left off when the tank was bolted back on at the rear.

Right off the bat the carbs reduced the bike's weight. Although only two pounds lighter than the stock Keihin CVs, R.C. says the CRs are a full seven pounds lighter than the stock carbs on a Kawasaki KZ1000.

Once the carbs were on the bike, R.C.'s Neil Mullin spent a day and a half jetting. A wide array of adjustments can be made to the carbs, with several needles, jets, nozzles, slides, etc., available.

With the velocity stacks installed, there was no longer room for the airbox. It joined the stock carbs in a box, along with the cable for the handlebar-mounted choke.

When we picked up the bike after Mullin had finalized the jetting, it started right away (from cold), and after a few minutes of warm up, we took off. We discovered the engine would not pull past 4,000 rpm until we'd put several miles under our belts.

Living with the bike for awhile taught us the proper starting procedure. Start the engine on full choke, then almost immediately lower the lever by half. After a couple of miles, turn the choke off, and in another 2-3 miles the bike was responding to throttle input in a crisp manner.

Once we went riding we found that we missed the CV carbs for their low end performance, but the CR carbs were quite acceptable. One thing that we didn't like was the amount of effort required to twist the throttle — it was almost twice as stiff as the stock set-up. Some work needs to be done here.

On the top end was where you could really tell the difference the smoothbores made. The bike had it's normal six to nine grand power surge, but with the new carbs, it was a much healthier kick. The Honda was strong to begin with, but the CRs really do add punch.

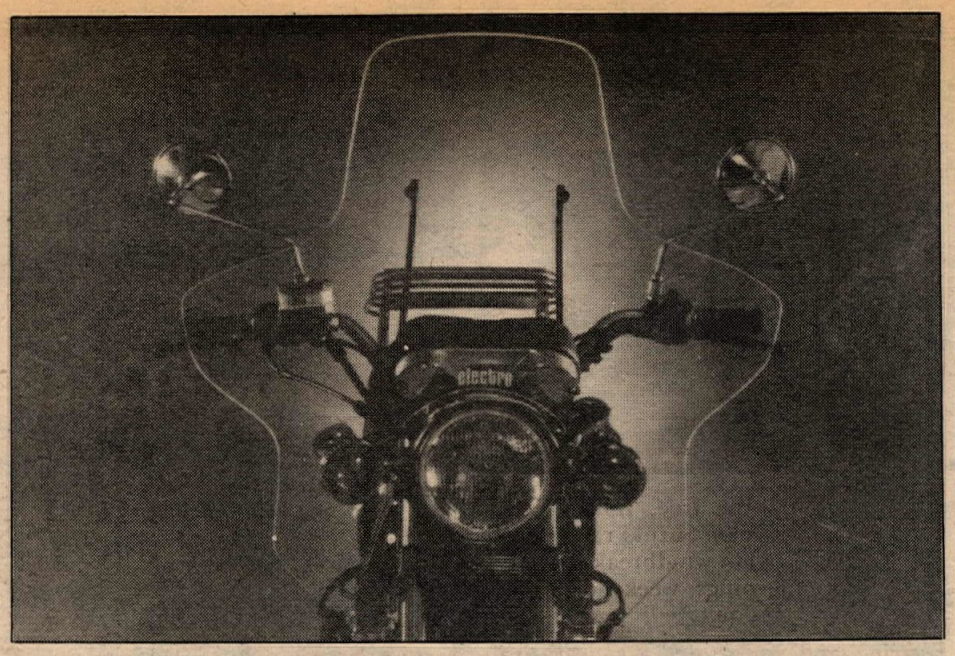
They also add intake noise to your ear with the airbox gone. We haven't had a chance to lash up any kind of air filtration system yet, and with the chance of getting airborne debris into expensive engine innards, it's something we definitely want to do. It may prove difficult, however, because there are only a couple of inches between the outside velocity stacks and the frame tubes.

All in all, we were impressed with the Keihin CRs. They do add the ponies, but you can get along with them on the road. The wide range of adjustability may cause a few problems initially until jetting info becomes more widely available. Racers will likely flock after them, but road racing associations in our area specify stock carburetors for Production classes, so any machine with these carbs would have to run Super Street or GP classes.

The price — $575 — is not cheap. Most riders could probably find a lot of uses for that kind of money. But those who can afford it, and who want to leave no stone unturned in pursuit of a fast machine, will dig 'em.

Contact R.C. Engineering, 13300 Estrella, Gardena, CA 90248, 213/327-6858. The 31, 33 and 35mm sizes are in stock now. The 29mm carbs should be in within two weeks.

Santa's Cycle Suggestions

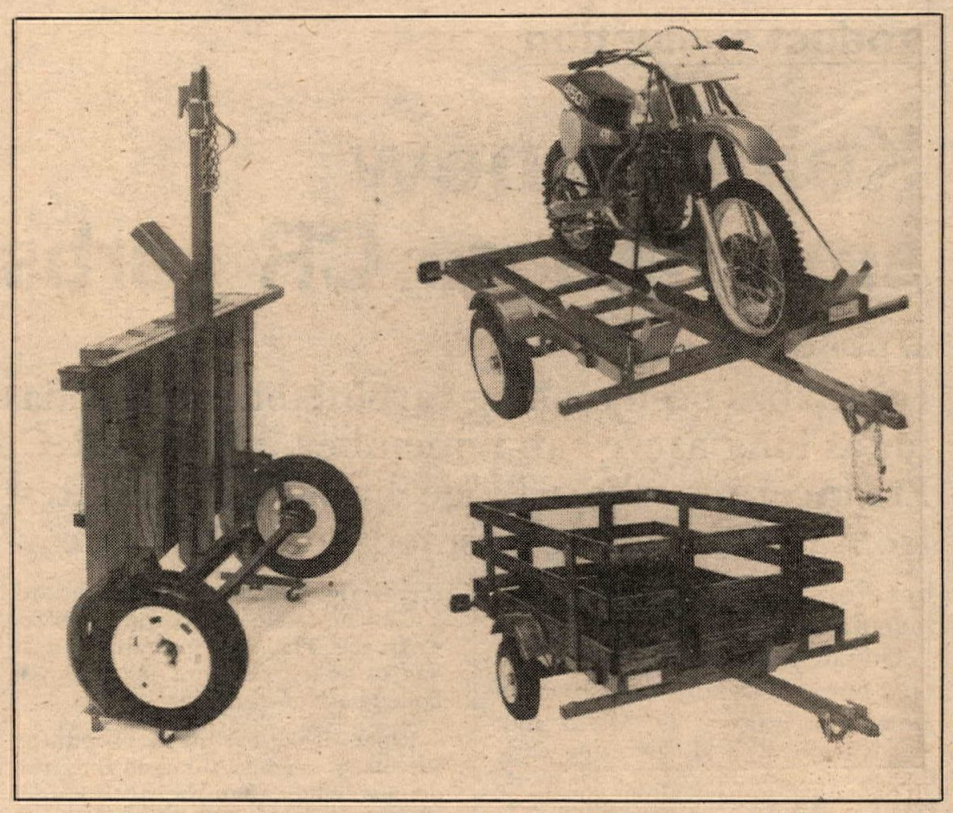


Word around the industry is that ol' Santa what's-his-name has attached an Electro Clearview fairing to his sled to protect him from the cold, yet still present the lowest possible frontal area for increased stability and reduced drag. (Betcha the reindeer troops 'ppreciate the latter.) If you, or someone you know, would be interested in the same sort of thing, read on. Electro's Clearview fairing line is lightweight and features adjustments for varied rider height. They're fully rubber-cushioned at all four mounting points, and constructed of 3/16" DuPont acylic. Baked on black enamel hardware attaches them to most popular bike (or sled) models. Electro fairings come with or without integrated lowers, and in clear or tint (clear with lowers shown). Retail prices range from $69.95 to $87.95. For more information, write Alan Jones, Electro, Inc., Dept. CN, P.O. Box 999, Memphis, TN 38101.

Simpson's Model 62 has several new features, most notably, a redesigned face shield and latching system. The new shield is molded from Lexan for optical clarity and features the new Simpson "quik-latch" closure, for ease of operation. Shield snaps are totally eliminated. With comfort a high priority, Simpson "vent ports" are standard and the interior is finished in a soft-weave black nylon, with padded neck roll and ear cups. Weight is kept to a minimum with an aerospace fiberglass shell. Model 62 carries Snell '80 Certification. This may be a great stocking stuffer, the only problem is, getting a stocking big enough for it to fit in. It is available in Comp Silver or Charcoal Mist F.R. Epoxy finishes, in sizes 6⅞ to 7¾. Suggest retail price is $169. For more info and full-color 1982 catalog write: Simpson Sports, Dept. CN, 22630 S. Normandie Ave., Torrance, CA 90502, 213/320-2204.

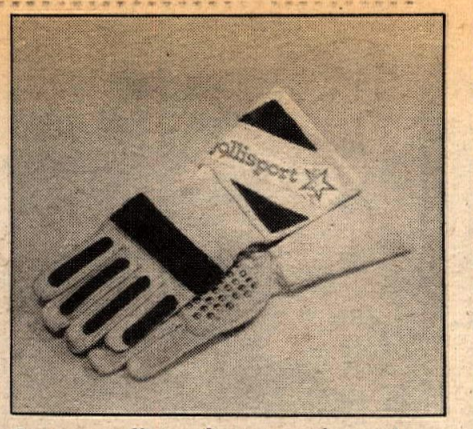
Books are always a neat stocking stuffer, and Steve Booth has a pair of motorcycling books available. The first is his newest work, *Diggin' Dirt*. Done by Booth and a crew of writers and photographers, *Diggin' Dirt* has 16 chapters featuring a mix of grand prix, Six Days, enduro and MX competition, plus trail riding opportunities from New England through the high Sierras and down to Baja. There are 270 spectacular photos, plus dirt cartoons and a state by state guide to map sources, ORV laws and new riding opportunities. Price is $11.50, including postage and sales tax. Also available from Booth's Paragon Productions is an updated version of *Championship Enduro,* the book he did along with noted enduro photographer Brian Palormo. The book now includes all the latest enduro bikes, plus the 1981 AMA enduro rules. The price is $8.45 postpaid. They're available by mail only from Paragon Productions, Dept. CN, 3106 Sweetbrier Circle, Lafayette, CA 94549. For air mail to ensure pre-Christmas delivery, add $2 per book.

Batter up! Though the World Series is history for '81, baseball-style shirts are still pretty trick. The new Hi-Point baseball shirts, available in blue and white or red and white, feature a colorful Hi-Point logo on the front for true yule stylin' around. Pick them up from your local Hi-Point Racing Products dealer.



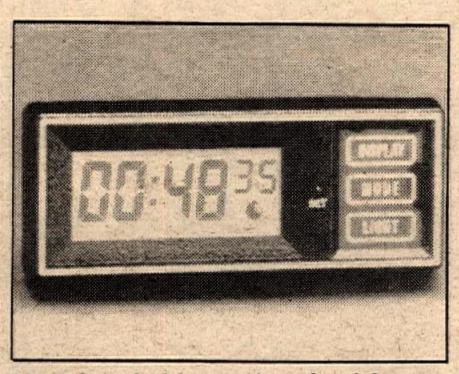
First, rollaway beds; now, rollaway trailers? It could be just the thing if space around the ol' Christmas tree is a bit tight. The Baja 3-Rail Motorcycle Trailer folds for storage in seconds without tools and can be rolled away on its permanent casters. The Baja will carry 950 pounds at highway speeds and can also be converted to a stake side utility trailer sporting a 4' x 6' bed. Price for the basic trailer is $559. for more info, contact I.S.E., Dept. CN, 12850 E. 40th Ave. #98, Denver, CO 80239, 303/371-1029.

Rally 'round the tree, folks, with a comfortable Team Suzuki rally jacket. This 100% nylon windbreaker is great for damp mornings, weekend rides, or whenever you don't really need a heavy jacket. Just zip it up, pull the drawstring and you've got a snug-fitting, wind-resistant jacket. And it can be stored almost anywhere. For this and other Suzuki accessories, see your Suzuki dealer. Available in extra small through extra large sizes.

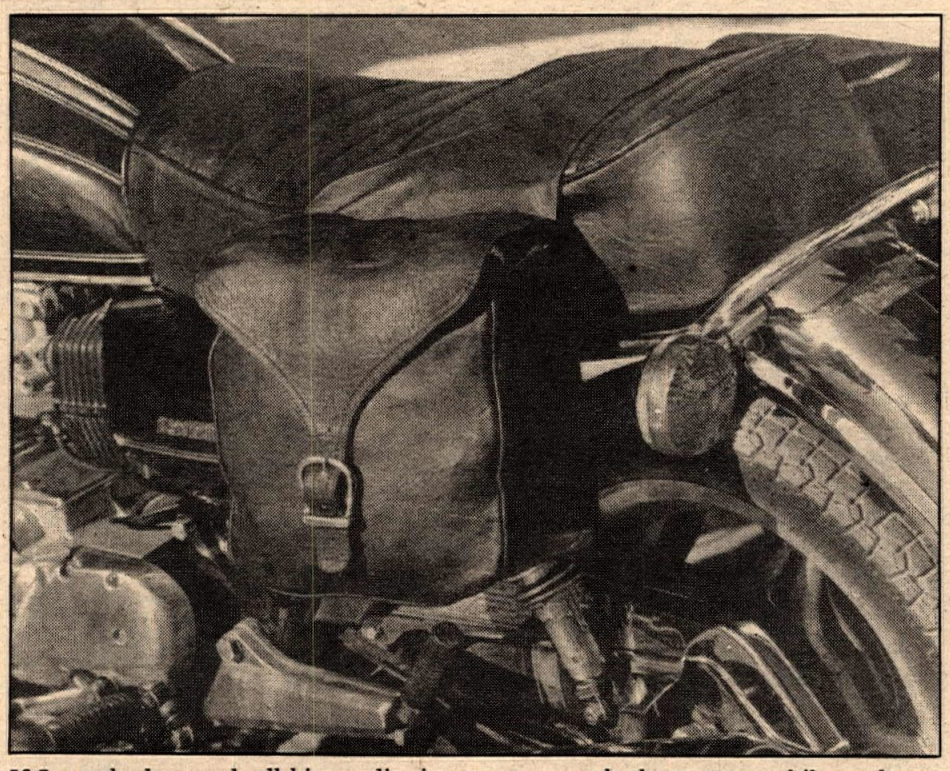


Santa realizes that you have been good, so for your stocking don't be surprised if there is a pair of "Lucky" racing gloves straight from Italy, Jollisport, as worn by World Champion Marco Lucchinelli. They feature reinforced fingers, double palm with abrasion resistant studs, and even padding over the knuckles. Available in white, red, or blue. Retail price is $49.95 for this "Lucky" model. For more info, call 602/265-5846 or write Quadrifoglio, Inc., Dept. CN, 5745 N. 11th St., Phoenix, AZ 85014.

Honda Claus has been at it again, this time big bike luggage. Quick-detach, key locking system, with a concept that even goes down to the mid-size Hondas, such as the CB750F, CB650STD/C, CX500D/C and CM400A/T/E/C. The Saddlebags can remain locked to the bike during the day, then be detached from the bike at night. For more info give Honda Claus a ring at his many Dealers nationwide.

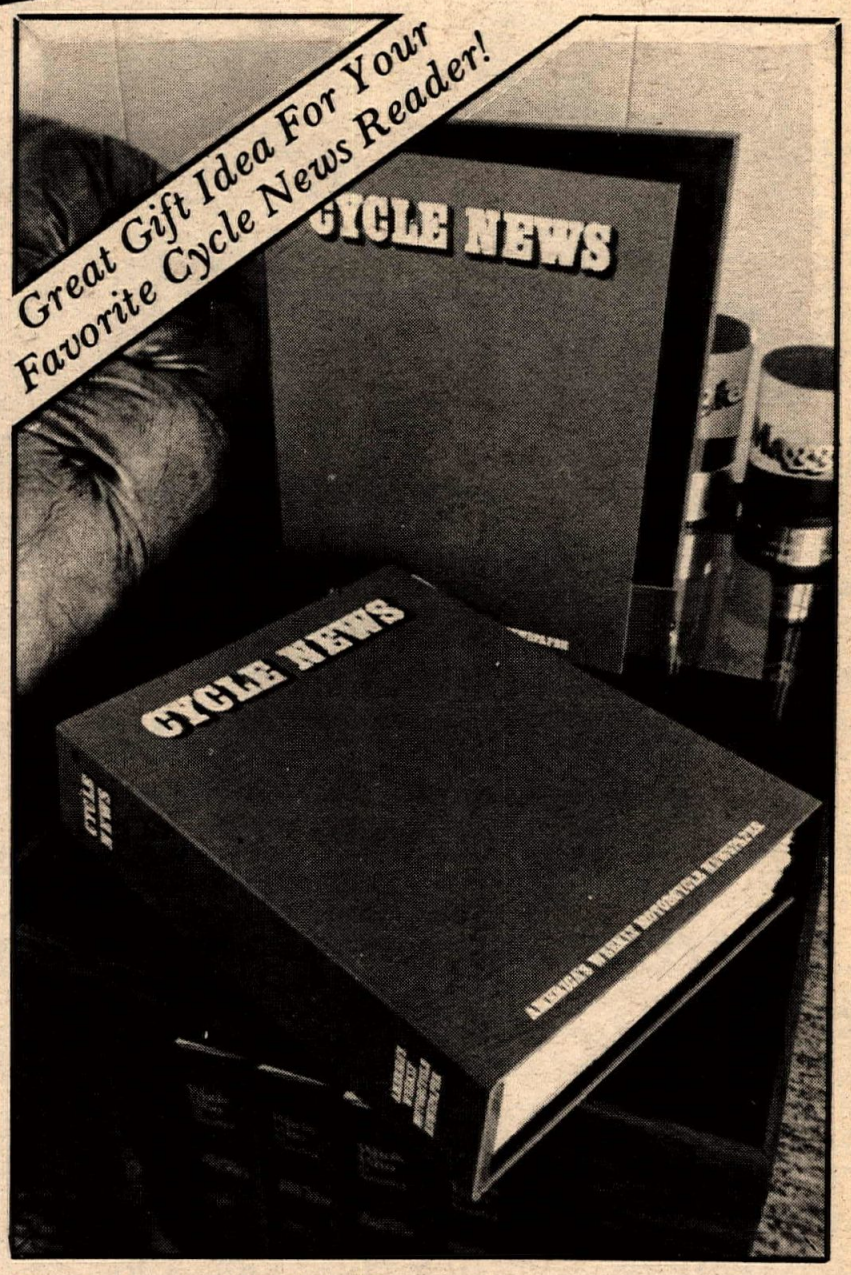


Now these babies are just the tickets to have when you're on a tight schedule and heading through one of those nightly storms over the North Pole. Cycle Clocks are totally watertight, rugged and feature big readable digits, pressure sensitive switching and bright night lighting. A special hook-and-loop mounting system permits easy but firm installation (with *no* holes) on a fairing or the optional handlebar bracket. Both measure 1½"x3½"x½". Model 4020-W, with time, date and seconds, retails for $34.95, and the Deluxe 4020-SW includes an accurate stopwatch function for $44.95. For more info or ordering, contact Horizon Electronics, Dept. CN, 711 W. 17th St., Costa Mesa, CA 92627, 714/646-2416.



If Santa had to pack all his goodies in just one saddlebag, betcha he'd chose this genuine leather item from Racecrafters. It's hand made of top grain cowhide and is soft and luxurious yet extremely durable, thanks in part to double stitching with ultra-strong nylon thread. A unique locking system secures the bags to your bike and prevents opening without the combination. The bags are available in brown with solid brass hardware or black with chrome hardware for $179 per pair from Racecrafters, Inc., Dept. CN, P.O. Box 1207, Canoga Park, CA 91304, 213/709-5171.

Got the ripped-up, dog-eared, yellow page blues?



That stack of Cycle News piled over in the corner could become an attractive addition to your living room or trophy shelf. All you need is our new, bright-red, top quality binder. Each one holds 25 issues of America's Weekly Motorcycle Newspaper. They also provide a handy filing system when you need to refer back a few issues to an informative article, and they're a positive statement about the sport you like best: Motorcycling.

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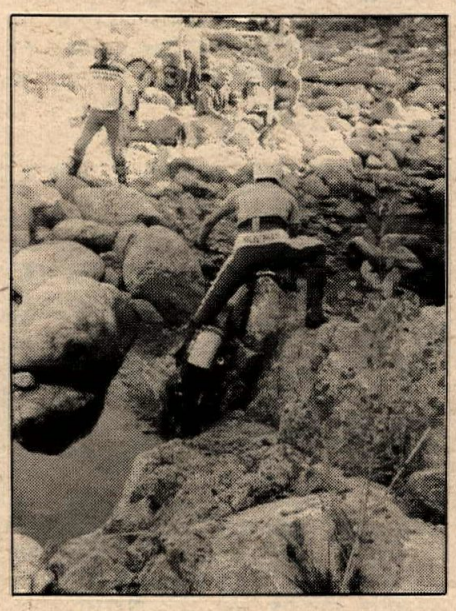

(Above left) Matt Pritchard turned in the second best score of the day behind Lane Leavitt. (Top right) Derrick Bernard finished fifth. (Above right) Slogging through a section. (File photos.)

ITA/ATA/AOTSCA/AMA/NATC Observed Trials

Leavitt, Pritchard, Cooper top five-in-one footing festival

By Len Weed

ORANGE, CA, NOV. 1

Talk about simultaneous organization. This Saddleback sections test sported 19 letters and five sanctions. One 10-section loop and five different trials. Total alphabetic hecticness. The countdown: An ITA points trial. An ATA points trial. Round two of the AMA/NATC U.S. Western Regional Championship Series. Round five of the AOTSCA 125cc National Championship Series. Round five of the AOTSCA 250cc National Championship Series.

The International Trials Association is Jean Fradette's trials association that presents events twice monthly at Saddleback Park. A couple of these events are also designated as ATA points trials.

All riders tackled 10 sections selected by former national champion Lane Leavitt. A mud section and hillclimb were included. All classes rode the sections four times. The same entrance and exit gates were used, but the sections split into A and B lines. Experts, Amateurs, AOTSCA and NATC riders took the tougher A routes.

A fire Friday night left some black flags in a couple of the sections. The weekend's Santa Ana winds also played havoc with some of the course markings laid out earlier, but everything was shaped by starting time.

Two dollars, on top of the regular American Trials Association entry fee, was required to ride the AMA/North American Trials Council Western Regional. An AMA license was required. Another two bucks, plus an OATSCA license, let a rider go for their points too.

The U.S. Western Region championship series was added to this year's AMA/NATC calendar to encourage more regional competition. Three events in each of the three national regions — eastern, central, and western — were designated as Regional events for championship class riders.

The first Western regional was held in Oregon in July. Brad Skreen won that trials. Saddleback was round two, with the final event scheduled the following weekend in Phoenix.

AOTSCA stands for American Observed Trials Side Car Association. The organization was formed by Tennessee side hack fanatic Chuck West. West formerly operated the Tryals Shope. His TMI company now imports Fantic trials bikes.

This year AOTSCA sanctioned both a 125cc and a 250cc championship series, separate from the AMA/NATC championship series. Manufacturer contingencies paying $100 for each event win helped stimulate interest.

AOTSCA scheduled six events for the 1981 series. The first was held in Florida during Daytona Speed Week. The second trial took place in Tennessee in June. A week later the third round was presented at Watkins Glen, the day before the FIM world championship round. Tulsa hosted round four in October.

The AOTSCA 250cc points leader, Steve McNeal (Fantic), 1980 High School and Bicycle Trials Champion in the AMA/NATC series, didn't make the trip west although he was expected in Phoenix a week later along with teammates Jack Stites and Mike West.

The 125cc points leader, Crash Cooper (SWM) of Indiana, did make the trip west. Other visitors included SWM importer Ron Saum, his wife, Suzi, and son Andy, along with Joe Alsworth from Arizona. Northern California riders included Bim Miller (who topped the ATA Amateurs), Dan Suffin, Dan Dixon, John Husmann and Kip Webb.

The lure of contingency money influenced some big guns in So Cal trials to think small. ATA points leader Dwaine Walters showed up on a 125 Italjet. Matt Pritchard, number two in points, had contemplated fitting a 250 cylinder to his SWM, but stayed with his 320.

Lane Leavitt topped both the AOTSCA 250cc and U.S. Regional trial. He did not enter the ATA event, so Matt Pritchard, who finished five marks behind him, picked up that win. Matt's victory, plus Dwaine Walters' DNF, tightened the ATA race considerably. Pritchard, still one win behind Walters, possibly moved ahead in points.

For Dwaine Walters, the day was going great until it wasn't. Dwaine, on a brand new 125 Italjet, tied Leavitt for the first loop lead with nine points. Then he was plagued with carburetor problems and had to retire. The problem was later traced to an unvented oil filler cap installed for shopping. This unvented pressure bent one of the floats. Walters' DNF enabled Crash Cooper to win the AOTSCA 125cc class.

The AOTSCA 250cc clash was a family affair. Stunt woman Debbie Leavitt, riding her first trial since 1979, took second behind husband Lane.

In the U.S. Regional, Kip Webb finished third, 10 points behind Leavitt and five behind Pritchard. Then there was a 25 point jump to fourth place finisher Dan Suffin. Derrick Bernard was fifth.

Runner-up in ATA Expert behind Pritchard was Oli Thordarson. Mike Lauxen edged Dan Suffin by a single point for fourth. Derrick Bernard took fifth.

In the ATA Amateur battle, Bim Miller of San Luis Obispo won on cleans, four to one, over Greg Pappazian. Both dropped 116 points riding the same sections as the Experts. Ted Feland was two points behind in third.

Senior A action also required counting cleans to pick a winner. Tom Hascher edged Art Webster in cleans, 25 to 24. Each dropped just 13 marks in 40 rides.

Duane Stone topped the Senior B's by a four point margin over Dean Hambrick.

In the Novice contest Bob Watson was a one point winner over Mike Philben.

John Robinson had it easier in the Beginners, winning by six over Suzi Saum.

After the trial the riders headed for a local smorgasbord for the trophy presentation. The checkers also shared the spotlight, receiving caps and posters from Italjet. You could say the all-you-can-eat feed was a perfect capper for the five-way feet-upper day. ●

Results

AMA/NATC U.S. REGIONAL: 1. Lane Leavitt (Bul) 25; 2. Matt Pritchard (SWM) 30; 3. Kip Webb (Bul) 35; 4. Dan Suffin (Mon) 60; 5. Derrick Bernard (Mon) 66; 6. Joe Alsworth (SWM) 67; 7. Dave Pyle (SWM) 81; 8. Dan Dixon (Bul) 93.50 9. Debbie Leavitt (Yam) 101; 10. Ron Saum (SWM) 111; 11. Bim Miller (Bul) 116; 12. John Husmann (Mon) 125; 13. Crash Cooper (SWM) 130.

AOTSCA 125: 1. Crash Cooper (SWM) 130.

AOTSCA 250: 1. Lane Leavitt (Bul) 25; 2. Debbie Leavitt (Yam) 101; 3. Bim Miller (Bul) 116.

ITA/ATA EXPERT: 1. Matt Pritchard (SWM) 30; 2. Oli Thordarson (Mon) 46; 3. Mike Lauxen (Mon) 59; 4. Dan Suffin (Mon) 60; 5. Derrick Bernard (Mon) 66; 6. Dave Pyle (SWM) 81; 7. Dan Dixon (Bul) 93.5; 8. John Husmann (Mon) 125.

ITA/ATA AMATEUR: 1. Bim Miller (Bul) 116 (4 cleans); 2. Greg Pappazian (Bul) 116 (1 clean); 3. Ted Feland (Bul) 118; 4. Rob Walters (Bul) 123; 5. Darryl Stone (Bul) 126; 6. Andy Saum (SWM) 136.5; 7. Kenny Yusa (Suz) 146.5.

ITA/ATA SENIOR A: 1. Tom Hascher (Bul) 13 (25 cleans); 2. Art Webster (SWM) 13 (24 cleans); 3. Jack Heminway (Bul) 22; 4. Boyd Bernard (SWM) 25.

ITA/ATA SENIOR B: 1. Duane Stone (Bul) 32; 2. Dean Hambrick (Mon) 36; 3. Rob Schlater (Bul) 47; 4. Lou Gleason (Bul) 51; 5. Keith Lewis (Bul) 74; 6. Neal Stapletone (Hon) 85.

ITA/ATA NOVICE: 1. Bob Watson (Itj) 37; 2. Mike Philben (Bul) 38; 3. Mark Fox (Bul) 40; 4. Robin Crocket (Itj) 48; 5. Rob Markham (Hon) 52; 6. Mark Earl (Bul) 53; 7. Katy Feland (Yam) 61; 8. Mark Lewis (Yam) 63; 9. Ralph Silber (Bul) 69; 10. Scott Annand (Bul) 73.

ITA/ATA BEGINNER: 1. John Robinson (Itj) 26; 2. Suzik Saum (SWM) 32; 3. Chris Dunn (Mon) 44; 4. Jeff Nielsen (Mon) 46; 5. Stu Ebert (Bul) 56; 6. Reece Fesler (Mon) 48; 7. Craig Donaldson (Hon) 52.

1981 Cycle News/ West Rider of the Year Contest

Unbeatable?

For the last three years, when it came time for ***Cycle News***/West readers to pick their Rider of the Year, each time they overwhelmingly voted for land use activist Louis Henry McKey, the Phantom Duck of the Desert. McKey outpolled the likes of three-time World Road Racing Champ Kenny Roberts, National MX and Supercross champs such as Bob Hannah, Kent Howerton, Broc Glover, Danny LaPorte and Chuck Sun, top dirt trackers and road racers like Steve Eklund and Wes Cooley, or anybody else you can think of. And he's done it handily.

Will 1981 be different? Will the astounding success of Bruce Penhall, who in 1981 won the World Individual Speedway Championship, the World Pairs Speedway Championship, the U.S. National Speedway Championship and the California State Speedway Championship, push him to the top of the balloting? How about the banner year enjoyed by road racer Eddie Lawson and motocrosser Broc Glover, each of whom won two championships in 1981!

Here are the rules for the 1981 ***Cycle News***/West Rider of the Year contest. Any rider is eligible as long as they live in the ***Cycle News***/West circulation area, the boundary of which is the eastern borders of Texas, Oklahoma, Kansas, Nebraska, South Dakota and North Dakota. This ballot will be printed only once, and no facsimilies will be accepted. All ballots must be postmarked on or before Dec. 4. Results will be announced in our big year-end issue!

Ballot

I Nominate_____as 1980 Cycle News/West Rider of the Year because_____

_____

_____

_____

_____

_____

Name_____

Address_____

City_____

State_____**Zip**_____

Mail to: Cycle News
2201 Cherry Ave.
Long Beach, CA 90801

Western hotline

Todd Campbell (18) and Larry Brooks (14) lead the NMA pack at Indian Dunes.

Lewis, Hutchinson beat the sand as Old Timers tackle Edwards AFB

By Bob Alloy

EDWARDS AFB, CA, OCT. 25

Thirty-six Old Timers were here at Edwards Air Force Base to battle it out on a fast track located on the side of a sandy hill.

Master Blackie Lewis went off those jumps as if he had wings and eased around the track twice to take both motos. Dick Mosley really got in there with the first moto holeshot, commanding the action for two laps. However Dick encountered other problems but managed to come in with a second and he repeated this in the second moto.

Expert Gerry Hutchinson dominated their action in moto one. He just kept that big Maico right out there in front until he crossed that checkered for the win. Hal Grady got a poor start but finished in there with a second, followed by Buzz Moeller and Cal Browning. Bob De Miranda had things going his way in the second moto. Bob took an early lead and kept things well under control for first place. Hutchinson moved up in the pack to take a well-deserved second and score the overall win.

Results

MASTERS: 1. Blackie Lewis (Yam); 2. Dick Mosley (Yam).
EX: 1. Gerry Hutchinson (Mai); 2. Buzz Moeller (Hus); 3. Bob De Miranda (Mai).
AM: 1. Don Carey (Mai); 2. John Webb (KTM); 3. Bob Klatt (Mai).
NOV: 1. John Turdo (Yam); 2. Howard Zimmerman (Yam); 3. Dick Fettel (Yam).

Denis destroys NMA/Suzuki MX at the Dunes

By Tom Corley

VALENCIA, CA, OCT. 25

Minicycle racing is becoming more like professional motocross racing, and with each season, the major factories are fighting for the top Mini Expert talents. While Yamaha has Todd Campbell and Larry Brooks mounted on their machines, Kawasaki is using Sam Storer and new Team Green rider Paul Denis. In the third event of the NMA/Suzuki Fall Nationals held at Indian Dunes, Denis fought the yellow machines and prevailed with major wins in the 80cc Modified Expert 12+ race as well as the 105cc contest. Grand National Champion Larry Brooks didn't let Denis take all as he took top honors in the 80cc Stock Expert 12+ event.

Bobby Moore claimed the first moto of the Stock class edging out Brooks and Team Green's William Surratt. Brooks came back stronger in the final moto to take the win ahead of Moore and Todd Campbell.

Racing is full of close calls and tight situations. If the rough track doesn't throw you off the machine, there is always the chance that somebody will crash in front of you. A situation occurred in the Modified contest that changed the outcome of the race. Todd Campbell took his DG-tuned Yamaha to the first moto win ahead of Paul Denis and Bobby Moore. Campbell was going for it in the final moto and got the holeshot which is what is necessary to win against his competition. Unfortunately, Campbell was bucked off of his bike in the second turn while going downhill. He was right in sight of the other riders, but they couldn't avoid him and Moore clipped him.

Brooks had a poor first moto finish but came back and led this race ahead of Bruce Bunch, who is the fastest Suzuki contestant, and Denis. Campbell fired up his bike and continued with the attitude that he was going to win the race and placed with a fine fourth. Though he didn't take a single moto win, Denis took the overall with a 2-3 tally. Campbell still took second overall. Bunch landed third overall and he is capable of bruising the Yamaha and Kawasaki riders.

Results

PEE WEE STK: 1. Chris Pfatenhauer (Ita); 2. Dustin Evans (Ita); 3. Tony Sulek (Yam).
PEE WEE MOD: 1. Dustin Evans (Ita); 2. Ronnie Densford (Yam); 3. Chris Pfatenhauer (Ita).
JR CYC STK: 1. Kyle Lewis (Yam); 2. Shane Trittler (Yam); 3. Shane Hunt (Yam).
JR CYC STK: 1. Kevin Heisser (Yam); 2. Steven Kotajarvi (Yam); 3. Tommy Clowers (Yam).
JR CYC STK: 1. Richard Saxton (Yam); 2. Ronnie Densford (Yam); 3. Tony Sulek (Yam).
JR CYC MOD: 1. Shane Trittler (Yam); 2. Shaun Kalos (Suz); 3. Shane Hunt (Yam).
JR CYC MOD: 1. Kevin Heisser (Yam); 2. Tommy Clowers (Yam); 3. Steven Kotajarvi (Yam).
JR CYC MOD: 1. Richard Saxton (Yam); 2. Dustin Evans (Yam); 3. Jimmy Button (Yam).
80 STK 9-11: 1. Marty Richard (Yam); 2. Shane Trittler (Yam); 3. Anthony French (Yam).
80 MOD 9-11: 1. Kyle Lewis (Kaw); 2. Shaun Kalos (Suz); 3. Mike Young (Yam).
80 STK NOV 12+: 1. Shawn Davidson (Kaw); 2. Jimmy Moon (Yam); 3. John Moran (Yam).
80 MOD NOV 12+: 1. Jimmy Moon (Yam); 2. Shawn Davidson (Kaw); 3. John Moran (Yam).
80 STK INT 12+: 1. Jason Prater (Yam); 2. Mike Young (Yam); 3. Kyle Lewis (Kaw).
80 MOD INT 12+: 1. Kyle Fleming (Yam); 2. Jason Prater (Yam); 3. Mouse McCoy (Yam).
80 STK EX 12+: 1. Larry Brooks (Yam); 2. Bobby Moore (Yam); 3. Rick Hemme (Suz).
80 MOD EX 12+: 1. Paul Denis (Kaw); 2. Todd Campbell (Yam); 3. Bruce Bunch (Suz).
105: 1. Paul Denis (Kaw); 2. Todd Campbell (Yam); 2. Larry Brooks (Yam).
125 STK NOV: 1. Chris Gables (Suz); 2. Jimmy Palmer (Yam); 3. Randy Maletta (Kaw).
125 MOD NOV: 1. Chris Gables (Suz); 2. Kenny Guyett (Yam); 3. Mike Lieber (Yam).
125 STK INT: 1. Joe Rincon (Kaw); 2. Ty Maddox (Yam); 3. Chris Lance (Yam).
125 MOD INT: 1. Tracy Meeks (Kaw); 2. Bryan Curtis (Kaw); 3. Joe Rincon (Kaw).
125 STK EX: 1. Johner Kight (Yam); 2. John Hemme (Suz); 3. David Saxton (Hon).
250: 1. Pete DeGrandis (Hon); 2. Scott Yenzer (Hon); 3. Greg Piorkowski (Kaw).

Prouty blasts 'em at DeAnza MX

By Kit Palmer

SUNNYMEAD, CA, NOV. 1

Although it was a beautiful day to go racing, rider participation at DeAnza Cycle Park seemed to be at a slight lull. However, the stiff competition more than made up for the lack of attendance.

Usually the 125cc Beginner class has the most entries each week and this race was no exception. When the gate dropped for the first moto John Downey (Yam) headed the pack into the first turn with Frank Prouty (Yam) and Trini Camarena (Suz) hot on his tracks. But Downey's advantage was short-lived before Prouty zapped the leader on the second lap. A few turns later a battle over second developed between Downey and Camarena. Downey maintained his slight distance over the Suzuki pilot throughout much of the race but Camarena made his move with only two laps remaining. Meanwhile, Prouty went on to take the checkered flag first while Camarena took second and Downey third.

At the start of moto two it was Prouty who again grabbed the holeshot followed by Darren Paley, Downey and Camarena. Prouty managed to hold on to his lead for a few laps until Paley snuck past on the fourth lap. A few laps later Camarena began to make his move by taking over the third spot after Downey went down. Camarena continued his drive, challenging Prouty for second. For the next three laps Prouty could see the Suzuki rider's front wheel in each turn. But Prouty kept his cool by holding back Camarena until the checkered flag emerged. Paley easily won the moto but a first moto DNF ruined his chances to score. Prouty took the overall win with his 1-2 tally while Camarena's 2-3 total earned a second. Downey finished third.

Results

PEE WEES: 1. Jeff Know (Suz); 2. David Ochoa (Suz).
JR CYCLES: 1. Adam Fitzgerald (Yam); 2. Richard Jeraghty (Hon); 3. Chris Lowea (Yam).
MINI BEG: 1. Terry Szucsko (Yam); 2. Jerry Maddisin (Yam); 3. Dean Keeling (Yam).
125 BEG: 1. Frank Prouty (Yam); 2. Trini Camarena (Suz); 3. John Downey (Yam).
125 NOV: 1. Kevin Cox (Suz); 2. Mike Cooper (Suz); 3. Dean Morgan (Yam).
125 INT: 1. David Halverson (Suz); 2. Scott Amy (Yam); 3. Andy Kaplon (Suz).
500 NOV: 1. Michael Talkington (Kaw); 2. James Alexander (Yam).
500 INT: 1. Mike Said (Mai); 2. Mike Currey (Hon).
VETS JR: 1. Mike Know (Hus); 2. John Said (Mai); 3. Darren Kohos (Hus).
VETS INT: 1. Gary Williamson (Mai); 2. Jim Elsenjeter (Hus); 3. Larry Howea (Suz).

Hollenbeck tops D-38 Wild Wizard Chase

By Loretta Pipkin

SUPERSTITION MTN., CA, OCT. 25

Husky-mounted Randy Hollenbeck cruised in for the overall win in the Tank Slappers M.C. D-38 Wild Wizard Chase. Wild it was: 90 miles divided into two loops — across the dry lake bed, down the sand dam, under the railroad trestle, through the pucker bushes and home.

Open Amateur Justin Brady, riding just his third desert race, led the first loop with Craig Corda 30 seconds behind. Though the course was well marked, quite a few took the wrong turn before the first trestle, including Hollenbeck. "I must have lost about a minute before I got back to the trestle," said Hollenbeck. Torsten Corum on his plucky 125cc was third and Hollenbeck fourth at home check.

Out on the second loop Brady and Corum led somewhere in the dust. Craig Corda was a healthy third till he did a spread eagle over the bars, allowing Hollenbeck, Dale Stevenson and Claude Maynard to catch him. They all diced to the trestle with Hollenbeck going through first.

Bill Reams and son Scott won the Halloween costume contest dressed like leather covered bumble bees' wings and all, but that's where Bill's luck ended. On the first loop he blew a head gasket, returned to the pits and got another bike not knowing his buddy had loaned the axle nut to someone else. The pack buzzed on and Reams' wings were clipped for the day.

Another Vet rider was running ninth overall on the first loop, but in the second broke the tabs on the seat. Kirk Kontiles lost the whole thing and still finished the race; however he will be sitting very carefully the next week or so.

Five miles from the finish Hollenbeck took the lead. Corum, pushing the 125cc, hung in for second. Stevenson moved up to third. Corda succumbed to a flat tire and empty gas tank and stood by the trail until Brady, running fourth, stopped and picked him up! Riding double, Brady finished seventh overall. First Vet Claude Maynard, duking it out with Reams for the Vets point lead, didn't know if Reams was coming or not. Maynard was smokin' his new pet Husky (Harden's old factory bike) and finished first in class and fourth overall.

In the Mini classes Tony Ribley and Steve Basin brought home the gold in their classes.

Unofficial results

OVERALL: 1. Randy Hollenbeck (Hus); 2. Torsten Corum (Hus); 3. Dale Stevenson (Yam); 4. Claude May nard (Hus); 5. Greg Woodington (Yam); 6. Roger Adsit (Yam); 7. Justin Brady (Suz); 8. #54T (Yam); 9. Jim Robinson (Yam); 10. Ed Mundy (Yam).

Toyama, McCuistion master CRC Saddleback MX

By Lee Taylor

ORANGE, CA, OCT. 25

Mark Toyama attacked the California Racing Club's Saddleback MX with the intensity of the Pros and managed to capture a superb pair of back-to-back wins in the 80cc Intermediates.

Throughout both motos Toyama's competition came from Tim Rutherford, who stayed glued to Toyama's tail throughout the first moto and stayed within his sights, in fourth the second time around.

In first moto Dan Hammack found himself in third, hounding Rutherford inch by inch around the track. Hammack had his hands full, as well, trying to keep ahead of Gilbert Valdez. When the moto finally wound to a close, Toyama led the way followed by Rutherford, Hammack, and Valdez.

The second encounter once more found Toyama the front-runner. Kenny Clifton, piloting a DG Yamaha, turned on the gas and took over second, holding Valdez to third and Rutherford to fourth. When the checkered flag waved the Minis home, Toyama wheeled his bike into the winner's circle, Rutherford captured second place gold and third overall went to Valdez.

Curt McCuistion, riding for Kawasaki, cleaned up in the 250cc Pros. The first moto found McCuistion out in front and his cool, green machine burning a streak around the course. Mike Beier, riding for La Habra Yamaha, was trying to catch McCuistion and put Yamaha out in front, but was held back to second down to the end. Ron Baumgartner, also piloting a Kawasaki, ran a strong third.

The second encounter found McCuistion once more the leader with Beier once more in the shotgun position. This time they had Vere Butler to contend with and Butler badgered them both over every inch of the Saddleback turf. When the day drew to a close, McCuistion took home a pair of aces and the winning money of the day, Beier came home to second place loot and third overall honors went to Butler.

Results

JR CYC NOV: 1. Wesley Klein (Yam); 2. Jason Collier (Yam); 3. Allan Brehm (Yam).
60 EX: 1. David McLeod (Yam).
80 BEG: 1. Greg Trachy (Yam); 2. Richard Moerke (Yam); 3. Dale Bolen (Yam).
80 NOV: 1. Steve Gamble (Yam); 2. Ron West (Kaw); 3. Bunky Morton (Suz).
80 INT: 1. Mark Toyama; 2. Tim Rutherford; 3. Gilbert Valdez (Yam).
100 BEG: 1. Steve Jensen (Suz); 2. Jerry Moreno (Yam); 3. Kenny McLeod (Yam).
125 BEG DIV 1: 1. Bruce Mortewson (Suz); 2. Jeff Anderson (Yam); 3. Paul Downelly (Suz).
125 BEG DIV 2: 1. Todd Stubblefield (Yam); 2. John Malcolm (Yam); 3. Garry Garant (Yam).
125 NOV: 1. Brian Manley (Yam); 2. Tom Brown (Suz); 3. James Hurrman (Yam).
125 INT: 1. Donald Seary (Suz); 2. Gordon Ward (Suz); 3. Mitch Davis (Yam).
125 PRO: 1. Mike Tripes (Yam); 2. Curt McQuistion (Kaw); 3. Tony Gomez (Suz).
250 BEG: 1. Mark Bonotto (Suz); 2. Larry Woodhause (Yam); 3. Mark Smith (Hus).
250 NOV: 1. Terry Tietz (Hon); 2. Michael Tarkington (Kaw); 3. Tom Walker (Yam).
250 INT: 1. Marc Johnson (Suz); 2. Art Oliver (Suz); 3. Rick Roark (Kaw).
250 PRO: 1. Curt McCuistion (Kaw); 2. Mike Beier (Yam); 3. Vere Butler (Yam).
OPEN BEG: 1. John Honeycutt (Hus); 2. Steve L. Hommedieu (Yam); 3. Greg Dufresne (Yam).
OPEN INT: 1. David Pisarski (Suz); 2. Marino Bastionell (Mai); 3. Mark Adamson (Suz).
OPEN PRO: 1. Micky Dymond (Yam); 2. Mike Boston (Yam); 3. Bob Kerz (Yam).
VET JR: 1. Chris Haines; 2. Greg Arnette; 3. Dwaine Jarrett (Mai).
VET INT: 1. Bob Barr (Mai); 2. John Tartaglia (Mai).
VET EX: 1. Jerry Benson (Suz); 2. Marino Bastionell (mai); 3. Dan Moore (Mai).

Densford does it at CRC Dunes night Mini MX

By Tom Corley

VALENCIA, CA, OCT. 23

Ronnie Densford has been concentrating on racing in the Junior Cycles and lately the 80cc class. It has been a while since he has raced as a Pee Wee in the California Racing Club's Mini track program. Tonight he raced as a Pee Wee Expert and had another competitor in Tony Sulek. Densford took his Dick Allen's Yamaha-sponsored bike to the win in both motos for the first place trophy.

Many of the riders, though very young, have been racing for several years. Jesse James is the leader of the Pee Wee Stock Junior class, and this is his very first season. James has over 20 wins and a super start in motocross racing to his name. Jesse won the first moto tonight ahead of Jason Biggs and Bobby Garcia. Garcia came back in the final moto to take the win ahead of Jesse. The overall win fell into Jesse's hands with a 1-2 tally.

Tony Sulek had to take the runner-up position in the Pee Wee Expert class, but he had his moments elsewhere. Sulek picked up the first place trophy in the 60cc Stock Novice race as he edged out Joel Tokarsky. Tony then soloed in the 60cc Modified Novice class.

Results

PEE WEE STK JR: 1. Jesse James (Yam); 2. Bobby Garcia (Yam); 3. Jason Biggs (Yam).
PEE WEE EX: 1. Ronnie Densford (Yam); 2. Tony Sulek (Yam).
60 STK NOV: 1. Tony Sulek (Yam); 2. Joel Tokarsky (Yam); 3. Anthony Hernandez (Yam).
60 STK INT: 1. Alvin Matthews (Yam); 2. Matt Blacklock (Yam).
60 STK EX: 1. David McLeod (Yam).
60 MOD NOV: 1. Tony Sulek (Yam).
60 MOD INT: 1. Alvin Matthews (Yam); 2. Alan Pierce (Yam); 3. Ronnie Densford (Yam).
60 MOD EX: 1. David McLeod (Yam).
80 STK BEG 9-11: 1. Mike Gilmore (Suz); 2. Val Rael (Suz); 3. Jason VanBeek (Yam).
80 STK NOV 9-11: 1. Alan Pierce (Yam).
80 STK BEG 12+: 1. Rob Sassen (Hon); 2. Tony Mercier (Yam); 3. Mike Henline (Hon).
80 MOD: 1. Alan Pierce (Yam); 2. Tony Mercier (Yam); 3. Arthur Huffer (Suz).

Gilboy great at CMC Ascot night MX

By Tom Corley

GARDENA, CA, OCT. 22

A full-on battle was fought by the 125cc Intermediates this evening at Ascot's Continental Moto-sports Club's motocross. On the front line were the super-quick racers Bill and Bruce Delgado. However, both of their efforts were shot down by a rider who is destined to be a fast 125cc Pro, Sean Gilboy.

Bruce Delgado shot out ahead of the 10 other competitors in the first moto. His competition was really pressing him hard led by Gilboy. Gilboy passed him within one lap and led the rest from that point. Bruce led Bill and Larry Bohlken settled in fourth. Said Gilboy about his fantastic pass against Bruce Delgado: "We came down off of the TT jump, and he took the inside and I shut him off on the outside going to the barrels!"

Gilboy is not known for getting the holeshot. Instead, he prefers to start on the outside of the starting gate so he can avoid traffic and shove in around them. In the final moto, Bill Delgado got the best start and didn't make any mistakes. Bruce was in second but apparently did make a mistake because Gibloy slid by him as did Bohlken. Gilboy tried every trick he knew but could not get by Bill. However, Gilboy was still the man who took the top honors as his 1-2 beat Bill's 3-1 and Bruce's 2-4.

Results

50 JR: 1. John McLeod (Itj).
60 EX: 1. David McLeod (Yam).
80 JR: 1. Dan Barnett (Yam); 2. Arthur Huffer (Suz); 3. Keith McMillen (Hus).
80 INT: 1. Rick Harris (Yam); 2. Kenny Donelson (Kaw); 3. Richard Fleming (Yam).
80 EX: 1. Eddie Gauley (AMX).

Rick Maki heads CMC Saddleback 125cc Pro winner Brian Myerscough.

100 JR: 1. Willie Clemison (Yam).
125 JR DIV 1: 1. Jeff Anderson (Yam); 2. Joe Signor (Suz); 3. Mike Craine (Suz).
125 JR DIV 2: 1. Eric Schoof (Yam); 2. Jim Rutherford (Kaw); 3. Rich Lloyd (Suz).
125 INT: 1. Sean Gilboy (Suz); 2. Bill Delgado (Suz); 3. Bruce Delgado (Suz).
125 PRO: 1. Glenn Page (Yam); 2. Russ Wageman (Suz); 3. Ross Maeda (Suz).
250 JR: 1. Kyle Greenwood (AMX); 2. Rick Tattow (Yam); 3. Ron Golden (Hon).
250 INT: 1. Denny Vorndran (Yam); 2. Mark Anderson (Yam); 3. David Soma (Yam).
250 PRO: 1. Jim Holley (Yam); 2. Pete Murray (Mai); 3. Tim Lunde (Yam).
500 JR: 1. Mike McDonald (Hon); 2. Thomas Fowler (Mai).
500 INT: 1. Steven VanZant (Mai); 2. Chris Jackson (Mai).
500 PRO: 1. Mike Boston (Yam); 2. David Gerig (Hus); 3. Mike Stepak (Hus).
VET JR: 1. Thomas Fowler (Mai); 2. Lynnette Zuber (KTM).
VET INT: 1. James Richardson (KTM); 2. Dickie McMillen (Hus).
VET MASTER: 1. Chris Jackson (Mai).
OT JR: 1. Bernie Evans (Mai).

Johnson doubles at CMC Saddleback MX

By Mike Klinger

ORANGE, CA, NOV. 1

Congratulations are in order for a number of people. First of all to the three new 1982 Continental Moto-sports Club number one riders: Rick Maki (125cc), Tim Lunde (250cc) and David Gerig (Open). Maico-mounted Scott Johnson also has some recognition due. He won both the 250cc and Open Pro classes at CMC Saddleback on the only points day for November at Saddleback. Former Suzuki superstar Brian Myerscough debuted his new Honda ride by trouncing the 125cc Pros. Maki was the only rider who could stay close to Myerscough.

In the 125cc Pro division, the same three riders finished 1-2-3 in both motos. Maki grabbed the holeshot in moto one but the determined Myerscough put the Honda in the lead after five laps. Maki tried to overtake the red flash but Myerscough's flawless riding style led him to the checkered flag ahead of Maki and Dave Hamada (Suz). Fritz Schlegel (Suz), after a poor start, finished fourth.

Maki's Roost Factory Suzuki again pulled the 1982 Honda of Myerscough off the start. Up the start chute Myerscough got pushed to the outside and was dead last to the top of Webco Hill. By lap two Myerscough had worked his way to second, chasing Maki. As the race progressed, Schlegal moved ahead of Mark Denning (Suz) for fourth behind Myerscough, Maki and Hamada. Myerscough's 1-1 score won the top awards with Maki second. Hamada was third with Schlegal fourth over Denning.

Matt Tedder (Suz) stormed to the lead of the first 250cc Pro moto and no one could catch him. Ed McCoy (Yam), out of Santa Barbara, had second position with Norman Nilsson (Yam), Scott Johnson (Mai), David Gerig (Hus) and Craig Gormley (Yam) rounding out the top six. Tedder and McCoy swapped the lead in the early portion of the moto but McCoy retired with bike problems. By lap six, Johnson moved ahead of Nilsson and charged on Tedder. But for Johnson, Nilsson and Gormley the laps ran out. Tedder had won the moto decisively with Johnson coming on strong in the later laps. Nilsson finished third ahead of Gormley.

In moto two the race was on again betwween Tedder and Johnson. Tedder took an early lead but the pressure of the hard-charging Johnson forced the Suzuki rider to hit the trail and snapped his shift lever in half. Johnson then opened up an enormous lead over Gormley. As in moto one, Dave Gerig (Hus) was hot off the line but as the moto rambled on his sore ankle got the best of him. Gerig sprained his ankle badly at CMC Ascot and should have been on crutches, but instead he raced. Johnson picked up the overall with a fine 2-1 score. Gormley (4-2) was second with Nilsson third. Chris Cole tallied a 9-4 score for fourth overall.

In the Open class, Johnson ran away with both motos. Randy Losh (Yam) beat Dale Lewis (Mai) in both motos to sew down second overall ahead of Lewis. Mike Monoghan (Hus) was fourth overall.

Western hotline

Juan Benavidez captured the 250cc Pro win at Corona's Great Pumpkin GP.

Rudy Dickinson (Suz) of R&D Suzuki, won the 125cc Intermediate class again and has quite a string of victories under his belt at Saddleback. Another fine ride was turned in by Rusty Hannah (Suz). Hannah won the 250cc Intermediates and is gearing up for his first Pro ride.

Results

MINI JR: 1. P. Beckley (Suz); 2. T. Zito (Yam); 3. J. Hickman (Yam).
125 JR: 1. G. Wolfe (Yam); 2. T. Brown (Suz); 3. R. Kramer (Yam).
125 INT: 1. R. Dickinson (Suz); 2. T. Marcell (Kaw); 3. R. Hayes (Hon).
250 JR: 1. W. Johnson (Suz); 2. K. Kohler (Mai); 3. D. Provenghi (Hon).
250 INT: 1. R. Hannah (Suz); 2. B. Erb (Kaw); 3. R. Roark (Suz).
500 JR: 1. M. Maddocks (Yam).
500 INT: 1. J. Beltnick (Mai); 2. R. Guard (Hus); 3. M. Adamson (Suz).
VETS: 1. G. Thomas (Mai); 2. R. Hickman (Yam).
125 PRO: 1. B. Myerscough (Hon); 2. R. Maki (Suz); 3. D. Hamada (Suz).
250 PRO: 1. S. Johnson (Mai); 2. C. Gormley (RRR); 3. N. Nilsson (Yam).
500 PRO: 1. S. Johnson (Mai); 2. R. Losh (Yam); 3. D. Lewis (Mai).

Lechien, Johnson top Clawson Memorial at Barona Oaks

By Rod Eschenburg

SAN DIEGO, CA, NOV. 1

Yamaha mounted Ron Lechien rode two flawless motos in the 125cc Pro Jack Clawson Memorial race, to down fellow Yamaha riders Mike Tripes and Rick Johnson.

The first moto saw Tripes go on the main course with the lead over Lechien, but by the end of lap one it was Lechien in a commanding lead, which he continued to improve on for the remaining 14 laps. Meanwhile Johnson, who got off the gate in seventh spot, was picking his way forward, but was stymied behind new Barona Expert Bobby Vrhel who was pressuring Tripes. With two laps remaining, Johnson gave the crowd one of the most spectacular displays of riding ever seen at Barona. Johnson first went to the inside of Vrhel on the uphill dog-leg and then to the outside of Tripes at the top left hander. Mind you Vrhel and Tripes were right in the proper line all the way, so Rick had to do it completely out of the groove!

The second moto saw Lechien come off the gate in first, but this time Johnson was right with him in second, and it looked like a waiting game was about to unfold. However, Lechien began to pull Johnson through the middle laps and then as Johnson was starting to move, his rear tire started going flat. The race was then for second overall as Tripes began closing in. Rick was able to hold off the charging Tripes until the last lap though until the tire went completely flat and then Tripes was able to cruise in for the tie-breaker second.

While the 250cc Pro race produced a disappointingly small field, it however produced an excellent showcase for two of Barona's most distinguished graduates: Rick Johnson and Scott Burnworth.

The first moto saw Yamaha mounted Burnworth get his usual holeshot with Johnson right behind. Burnworth had the advantage on the uphills and Johnson the advantage on the downhills until suddenly, again on the uphill, Johnson blasted into the lead for the win. The second moto saw a reversal of the first with Johnson ripping into the lead right off the gate with Burnworth in hot pursuit. Burnworth began slipping back and then just as he began picking up the pace he had the rear suspension collapse, and had to go into a cruise mode to hang on for second overall. You could almost hear the old Barona dirt breathe a sigh of relief after those two ground-pounder Pro races!

In the regular CMMC program, the big Mini classes were the Intermediates and Novices where for the second straight race-day, Yamaha mounted Cory Falter and Bobby Fite took both the Stock and Modified classes respectively. Falter not only doubled in the Intermediates, but also took the Open rider classification 105cc Minis as well. Fite's wins not only moved him up to Intermediate status for the final two CMMC races, but also moved him into the top contention for your author's Rookie of the Year award.

Results

MINICYCLE CLASSES
STOCK EX: 1. Ken Dunlap (Yam); 2. Jeff McCoy (Yam).
STOCK INT (12-16): 1. Cory Falter (Yam); 2. Lance Barnett (Yam); 3. Charlie Sampson (Yam).
MOD INT (12-16): 1. Cory Falter (Yam); 2. Michael Craig (Yam); 3. Ramon Dominguez (Yam).
SPECIAL 105cc MINIS: 1. Cory Falter (Yam); 2. Ramon Dominguez (Yam); 3. Jeff McCoy (Yam).
STOCK NOV (12-16): 1. Bobby Fite (Yam); 2. Terry McClure (Yam); 3. Bryan Powell (Kaw).
MOD NOV (12-16): 1. Bobby Fite (Yam); 2. Anthony DeBenedetti (Kaw); 3. Terry McClure (Yam).
BEG (12-16): 1. John Lewis (Yam); 2. Mike Ancell (Kaw); 3. Kirk Fichter (Yam).
BEG (9-11): 1. Scott Hainsworth (Yam); 2. Cliff Schulenberg (Kaw); 3. Aaron Dunham (Suz).
JACK CLAWSON MEMORIAL PRO RACE
125: 1. Ron Lechien (Yam); 2. Mike Tripes (Yam); 3. Rick Johnson (Yam).
250: 1. Rick Johnson (Yam); 2. Scott Burnworth (Yam); 3. Jeff Lucas (Yam).
CMMC MOTORCYCLE CLASSES
STOCK 125 EX: 1. Mitch Palmer (Suz); 2. Randy Rush (Hon); 3. Brian Thomas (Yam).
MOD 125 EX: 1. Brian Thomas (Yam); 2. Mitch Palmer (Suz); 3. Randy Rush (Hon).
STOCK 125 INT: 1. Ron Yonekura (Suz); 2. A.D. Pifer (Suz); 3. Scott Richeson (Hon).
MOD 125 INT: 1. A.D. Pifer (Suz); 2. Ron Yonekura (Suz); 3. John Phillips (Suz).
STOCK 125 NOV: 1. Rich Schulenberg (Suz); 2. John Connolly (Yam); 3. Marc Ray (Yam).
MOD 125 NOV: 1. Rich Schulenberg (Suz); 2. Gil Ward (Suz); 3. Marc Ray (Yam).
JUNIOR CYCLE CLASSES
STOCK (9-11): 1. Danny Hembree (Yam); 2. Jamie Conney (Yam); 3. Shane Spencer (Suz).
MOD (9-11): 1. Jamie Conney (Yam); 2. Shane Spencer (Suz); 3. Tommy Clowers (Yam).
STOCK (0-8): 1. Dennis Dahlin (Yam); 2. Joey Portillo (Yam); 3. Jimmie Johnson (Yam).
MOD (0-8): 1. Dennis Dahlin (Yam); 2. Joey Portillo (Yam); 3. Kory Byers (Yam).
STOCK PEE WEE: 1. Justin Rich (Yam); 2. Sean Thornton (Yam); 3. Gregg Phillipson (Yam).
MOD PEE WEE: 1. Dennis Dahlin (Yam); 2. Sean Thornton (Yam); 3. Justin Rich (Yam).

Ward, Benavidez, MacCracken score at Great Pumpkin GP

By Kit Palmer
Photo by Ron Lawson

CORONA, CA, NOV. 1

Last Sunday's Great Pumpkin Grand Prix at Corona Raceway turned out to be another well-produced and exciting day of racing under the warm and crystal-clear skies. Although the wind was a bit of a nuisance, water trucks seemed to have the upper hand on the dust problem. One of the brighter notes of the day was the announcement that there will be at least one full year of R.A.C.E.-directed GPs yet to come.

When the starting flag dropped for the Open Pro class it was Wheelsmith's Don Griewe (Mai) who rocketed into the lead with Eric MacCracken (Yam) riding for Malcolm Smith Products, Bill Keefe (Hus) for Pro Circuit Husky and Yamaha Support rider Pete Snorteland in pursuit. Griewe, who had to borrow a '79 Maico after his own broke during practice, tried to hold off the hard charge of MacCracken but relinquished the lead to the Yamaha rider within the first lap. Keefe then put the pressure on the second place Griewe but Keefe's threat subsided by the fourth lap.

By the time the checkered appeared, MacCracken had established a comfortable lead for the win. Griewe managed to hold on to second place while Keefe finished a close third. Fourth spot went to a content Snorteland.

At the start of the 250cc Pro race, the duo of Scott and Troy Manning, both riding for Dale's Modern Cycle, roosted their way into the lead with the advantage going to Troy. By the end of the first lap Scott managed to slip past Troy, taking over the lead. In third was Kolbe Can-Am's Juan Benavidez after getting off to a fifth place start. Dean Cates (Suz) and David Taylor (Yam) followed closely behind.

During the third lap Scott went down, handing the top spot over to Troy and second to Benavidez. Scott recovered quickly enough to salvage third. Meanwhile, Pro Circuit rider Troy Lee (Hus), after getting off to a somewhat slow start, labored his way up to fourth with Kawasaki's Jim Cooke following in fifth.

Up front the battle was fierce as Benavidez began to challenge Troy for the lead. A few turns later the Can-Am rider took command of the race by passing Manning. Soon Scott caught up to, and passed brother Troy for second. At the finish Benavidez had a commanding lead, passing all but one Open rider for an easy victory. Second and third went to Scott and Troy Manning while Lee and Cooke finished 3-4.

In the 125cc Pro class it was Kawasaki Support rider Bill Liles who had control of the lead by the end of the first lap with factory Kawasaki rider Jeff Ward and Orange County Cycle's Doug Dubach (Yam) hard on the leader's rear fender. Dubach took over the second spot after passing Ward, and then the lead when Liles dropped out. In third was Steve Wiseman (Suz) and in fourth was Gary Denton (Suz). Ward pressured Dubach heavily for the next few laps but the battle ended when the spokes in Dubach's Yamaha began to disintegrate. Ward then inherited a huge lead with Tony Gomez (Suz), Wiseman and Richard Sands (Suz) fighting over the second position. On the fifth lap Wiseman dropped out, giving Sands third. David Dougherty (Yam), who worked his way up from nearly last, began challenging Sands, soon taking over third on the final lap. Ward went on to take the easy win followed by Gomez, Dougherty and Kurt Strommer (Yam).

Blose four for four at Deer Valley MX

By Bengt Shifter

PHOENIX, AZ, NOV. 1

Yamaha-mounted Chappy Blose showed the folks how at Deer Valley Cycle Park's new motocross track as he dispatched the rest of the money-runners with four straight moto victories. His two impressive come-from-behind rides in the 250s were the races of the day on the scenic new 1.1 mile course.

Newly-healed crazy Dave Crawford blasted his YZ into position one in the first 250cc Pro battle with Blose and fast Bobby White in pursuit. Blose slid out on lap four, dropping to sixth behind Crawford, White, Brian Hayes, Colorado's Mike Knupp, Terry Linkyle and Timbo Richardson of Phoenix. Linkyle, meanwhile, had turned his bad start into a second place by lap seven, passing Hayes and Knupp in two corners and White on the Devil's Hill. He started putting the heavy pressure on Crawford 'til Dave dropped him on lap nine. Blose, meanwhile, was back on the gas and onto Crawford's rear fender, finally reeling Dave in on the giant berm. Knupp held on for third and White brought in fourth as the moto ended.

At halftime, the crowd gasped as 10 pairs of buddy racers flew into the first turn with arms and legs flailing. This seemingly suicidal pastime was a real teeth clencher for the fans (imagine how the passengers felt!) as Blose and Tony Leon took the $25 first prize. Said Leon, "I didn't know Chappy rode that fast!"

After Blose collected the wins in the 125cc Pros, he faced one more 250cc moto to make a day of it. Crawford had vowed to win this one, and both Knupp and Linkyle brooded silently on the line. Maybe brooding pays, though, as Knupp said bye-bye to the pack in turn one with Tom Norris second and Blose in third. Blose out-braked Knupp on lap four for the good inside

line onto the big sweeper and was not headed for the rest of the race. Brian Hayes clocked 10 quick laps to wind up in second for the moto. The race to watch was Crawford holding off Linkyle's attack for third (second overall money). The racing was unreal with passing room all over the track.

Results

MINI PEE WEE: 1. Chip Young; 2. Timbo Reeves.
PEE WEE: 1. Brent Wineland.
80 BEG: 1. J.J. Tunnell; 2. Jeff Adams; 3. Nick Pietrasik.
8; NOV: 1. Craig Nielsen; 2. Joe Marziano; 3. Jim Lewallen.
80 AM: 1. Bill Dalton; 2. Doug Butcher; 3. Tony Gaines.
105: 1. Doug Butcher; 2. Bill Dalton; 3. Shawn Hilton.
125 BEG: 1. Jeff McCormick; 2. Chuck Copeland; 3. Steve Davis.
125 NOV: 1. Mike Hulul; 2. Peter Newmark; 3. Dallas Brown.
125 AM: 1. Tom Tait; 2. Paul Bowman; 3. David Witmer.
250 BEG: 1. Drew Shellenbarger; 2. Jim Wilkie; 3. Rich Hinchcliff.
250 NOV: 1. Danny Hodges; 2. Chris Leyva; 3. Greg Jones.
250 AM: 1. Tom Witt; 2. Dale Cooley.
OPEN BEG: 1. Kent Butler."
OPEN NOV: 1. Rob Beggs; 2. Darrell Landrum.
OPEN AM: 1. John Kovalcik.
250 EX: 1. Chappy Blose; 2. Dave Crawford; 3. Bryan Hayes.
125 EX: 1. Chappy Blose; 2. Mark Meredith; 3. Todd Kessel.

Last transfer points awarded at Lightweights TT

By Maureen Lee

GARDENA, CA, NOV. 1

Just about all the Novice and Junior dirt trackers who needed those last few AMA Pro transfer points got them when the Lightweights M.C. promoted a Novice/Junior only professional TT at Ascot. This is a brand new effort for this club and for D-37; a sportsman club hosting a professional race. Always approved by the AMA, it's just never been attempted around here, except in motocross.

It worked. Most of the usual AMA professional officials were there so everything was just the same as what we've seen there in the past, except it was a sportsman club as promoter. It didn't work so well for the Lightweight. The day, which included an amateur race "day" after the Pros were run cost them a lot of money...so a tip of the helmet to them. We know they have the riders' gratitude for the chance to make the final transfers for this year — some lacked only one or two transfer points.

Due to the way the program was run, there were chances of points all over the place, including some in the qualifying heats. Pete Hames won the first Novice qualifying heat with Bud Carroll second over Bruce Nordstrom, who was only one point away from getting out of the Novice class this year. The second one went to Mark Key and Jimmie Rosa.

Up came the Juniors and they went at it. Steve Karsten and Mike Hale (who needed seven points to become an Expert) did in the gang on that one, and Scott Podergois took away the lead from Dana Perri on the very last lap of the second heat.

Then the regular heats ran off without too much trouble except for Don Driggs who not only had gotten off in practice, did it again in his heat.

In the Novice semi there was a restart when Larry Earhardt, Pete Hames and Bud Carroll all arrived in turn one trying to occupy the same spot at the same time. Hames got his foot caught under his Kawasaki (the one he won in the raffle drawing at the end of last season) and had to be dug out before they could restart. Carroll won that one and Earhardt finished the race without a seat on his bike, it came loose and he dispensed with it (ouch over the jump).

The Juniors had their jollies, too, but in their heat there was some really good action between Podergois, Paul Iwanaga and Mike Hale. Iwanaga kept making small trips off the track every time they went through the esses which cut down his chances of catching front-runners Dana Perri and Steve Karsten.

In their semi Chris Cannon came off in the esses and tore off his clutch handle, putting an end to his activities in that race. Mike Hale won it after defending against a hard charging Perri, who finally slid back to finish behind Iwanaga and Podergois at the end of the race.

A big tip of the helmet to Jim Kelly of Harry Foster Motorcycles. He was responsible for the trophies for the two trophy dashes; the riders were going to have trophies even if it was a smaller than usual program without the Experts.

Bud Carroll won the Novice dash over early leader Mark Key, Jimmie Rosa and Pete Hames. In the Junior class, Scott Podergois tried going around the outside into where turn one tightens up but got in the marbles and went K-boom. That left Mike Hale, Steve Karsten and Dana Perri to go for it, even to the point of going three abreast at times, but Hale shook free and got to the flag first.

Mark Key grabbed the early lead in the Novice main, followed by Hames, Jim Toews and Larry Earhardt. Carroll was behind them coming on up through the group. Soon Hames literally flew down the straight, going inside of Key as they headed for turn one. Once he got in front on his Jack Dannenberg-tuned bike, that was all she wrote. Both Jimmy Rosa and Carroll were still on it, getting on by Toews. Carroll got the upper hand over Rosa, with Larry Earhardt tucked in behind him.

In the Junior main, Paul Iwanaga took off like a rocketship and blew the rest of 'em off. Steve Karsten got into second and held it for a bit (methinks there was a gentlemen's agreement out there that the superfast ones with all their transfer points already should cool it a bit) but coming hard were Mike Hale, Honda's Bill Herndon from Texas and Chris Cannon.

More positions were sorted out, with Herndon turning in a particularly hard ride only to dump it on that tight lefthander to the back straight right at the end, leaving Karsten with no room but to drop it too. Herndon did get treated by the ambulance crew but at this writing we don't know if he was "broke or tweaked."

Iwanaga was still out front at the end but Hale had lost his second place to Cannon, who outran him down the front straight to do it.

The Lightweights have cancelled their next Ascot date, but they will be holding short track races at Saddleback on Nov. 15. So help them out by all showing up; they've done lots for the local dirt track scene this year and there's no free lunch, ever.

Results

NOV MAIN: 1. Pete Hames (Kaw); 2. Mark Key (Yam); 3. Bud Carroll (Yam); 4. Frank Rosa (Yam); 5. Larry Earhardt (Yam); 6. Jim Toews (Yam); 7. James Morris (Yam); 8. Don Howard (Yam); 9. Brian Yocum (Yam); 10. Bruce Nordstrom (Yam); 11. Mike Bird (Hon); 12. Don Driggs (C-A).
TIME: 6:57.23.
JR MAIN: 1. Paul Iwanaga (Hon); 2. Chris Cannon (Yam); 3. Mike Hale (Yam); 4. Dana Perri (Yam); 5. Ross Klatt (Yam); 6. Arney Wick (Hon); 7. Ed San Roman (Yam); 8. Bill Herndon (Hon); 9. Steve Karsten (H-D); 10. Bob Russell (Hon); 11. Scott Podergois (Yam); 12. Tom Walton (Yam).
TIME: 8:35.57.

Robbie Nolin (20) and Fritz Schlegal (23) head a CMC Carlsbad pack.

Maki, Schlegal collect at CMC Carlsbad MX

By Myron Hemley

CARLSBAD, CA, OCT. 25

Rick Maki's 2-1 finish gave him the overall for the 125cc Pros and Fritz Schlegal's 1-2 topped the 250cc Pro class at the Continental Moto-sports Club's Carlsbad MX.

In the first race of the day Robbie Nolin took the lead in the 125cc Pros. Dave Hamada held second, with Maki third, Schlegal fourth and Ross Maeda fifth. Schlegal started having engine trouble fromt he start and retired on the third lap. On the fifth lap Maki moved into second when he passed Hamada on the uphill. Nolin held his lead to take a six second win over Maki, Hamada and Maeda.

In the second moto it was Nolin once more taking the holeshot over Maeda, Schlegal, Maki and Hamada. Schlegal took over the lead at the bottom of the downhill when he passed Maeda and then collided with Nolin in a berm, sending himself and Maeda to the ground. Maki moved into second, Hamada to third and Maeda was back up and going in fourth ahead of Nolin. Schlegal once more started having engine troubles late in the moto, and Maki took over the lead on the ninth lap. Hamada also passed Schlegal as the white smoke started to pour out of Schlegal's bike due to a blown head gasket. Maki cruised on to take the win over Hamada and Maeda. Nolin finished fourth after suffering major damage to his Yamaha when he collided on the first lap with Schlegal, who dropped to sixth behind Doug Dubach.

In the 250cc Pros Matt Tedder took the lead over Schlegal, Kirk Grissom, Jim Odle, Woody Carlson and Pat Hubbs. Odle moved into third when Grissom started having engine troubles on the fourth lap and later had to go into the pits. Schlegal took over the lead on the top of the uphill of lap five. Hubbs pulled even with Carlson on the sixth lap to dice for fourth, taking the position on the eighth lap only to be repassed by Carlson on the next lap. Schlegal rode on to take the win over Tedder, Odle, Carlson and Hubbs.

Schlegal was quickly back out in front at the start of the second moto over Odle and Tedder. Odle passed Schlegal for the lead on the back side of lap nine. Odle had opened a four second lead over Schlegal with only two laps left. Schlegal started closing fast with only one lap to go, but not fast enough as Odle held on to take the win by a half bikelength over Schlegal and an eight second lead over Tedder. •

Results

125 JR: 1. Chris Westwood (Hon); 2. Mark King (Suz); 3. Michel Landegent (Yam).
125 INT: 1. Scott Sargent (Suz); 2. John Mueller (Suz); 3. Joe Merriihew (Suz).
125 PRO: 1. Rick Maki (Suz); 2. Dave Hamada (Suz); 3. Robbie Nolin (Yam).
250 JR: 1. Ed Nowak (Yam); 2. David Inkel (Yam); 3. Joey Dragna (Suz).
250 INT: 1. Bob Caulfield (Yam); 2. Vince Poblano (Suz); 3. Gary Sowers (Suz).
250 PRO: 1. Fritz Schlegal (Suz); 2. Jim Odle (Suz); 3. Matt Tedder (Suz).
500 JR: 1. Charles Ball (Yam); 2. Chuck Rouse (Hus); 3. Greg Norvell (Yam).
500 INT: 1. Peter Berg (Yam); 2. Vincent De Luca (Suz); 3. Roger Guard (Hus).
500 PRO: 1. Dale Lewis (Mai); 2. Tom Browne (Yam); 3. Mike Rose (Yam).
VETS: 1. Charles Ball (Yam); 2. Steve Bussell (Yam); 3. Steve Cirone (Yam).
INT: 1. Bob Totten (Yam).
MASTER: 1. Chuck Rouse (Hus).

NORTHERN DATELINE

Ryan, Wosick, Ellsus grab CMC Hollister MX opener

By Linda Dufour

HOLLISTER, CA, NOV. 1

If you've ever dreamed of a brand-new motocross track nestled in wooded hills and meadows, Hollister Hills is probably what it looked like. With funding from the California state OHV (green stickie) fund, plans are to develop the upper ranch area into a *total* race facility for different types of competition and spectator comfort.

The general consensus of the 151 riders who showed up for the Continental Moto-sport Club's inaugural race here was favorable, too.

In the first moto of the 125cc Pros, Rick Ryan (Yam), Mike Holmes (Suz) and Jeff Jacobson (Yam) battled out the first three laps. On the fourth lap, Holmes took Ryan just before the first set of double jumps. The fifth and sixth laps brought the two into tight battle, and on the eighth lap, Holmes pulled back and let Ryan take the lead.

The second moto showed more of the same. Ryan, Danny Dobbins (Suz), Chris Benincosa (Suz) and Holmes took the lead duty. Holmes passed Benincosa on the second lap and then got right on top of Dobbins fighting for the second-place spot. At the same time, Tony Lucente (Yam) got on Benincosa's tail for the fourth spot.

By the sixth lap, Ryan was way ahead of everybody else followed by Holmes. There was total pressure for fourth, fifth and sixth place, Dobbins, Benincosa and Lucente battling it out to the limits. On the last lap, Lucente slid sideways into a whoop-de-doo and flew over his handlebars, bouncing down hard onto the ground. He luckily managed to walk away from that dump, but left the finish for Ryan, Holmes and Casteneda.

After an accident which required another ambulance, it was the 250cc Pros on the line. Shawn McConn (Yam) jumped in the lead followed by Larry Wosick (Hon). But by the fourth lap, Wosick switched positions with McConn and soon left the racing far behind him. McConn got second with Damon Webb third. The second moto found the same riders in the same places. Wosick's brother Bob took a fourth.

The Open Pros had Jeff Ellsus (Hon), Kenny Rodriquez (Suz) and Bob Wosick (Hon) hugging the start. Ellsus took a fall during the third lap, letting Rodriquez sneak by. But not for long, as Rodriquez's bike stalled, forcing him to give back the front spot to Ellsus. Tim Alarcon (Yam) rode hard and worked his way up from eighth to second at the finish line. Brett Stevens (Suz) worked his way from last place (because of a collision in the first turn) to fifth. The outcome was Ellsus, Alarcon (on the "piece of junk" he threw together the night before) and Bob Martinadale (Mai) who worked his way up from seventh postiion.

In the second moto and last race of the day, the laps were shortened to nine (first moto had 12 laps) because of the shortage of time and sunlight. Stevens led the pack from the start but Ellsus changed that by taking the lead on the second lap. Rodriquez held third but fell, giving up his spot to Jim Domenigbini (Yam). The remaining laps were repetitive with the top three riders holding their positions.

Results

VET JR: 1. Larry Garcia (Hon); 2. Rick Sousa (Suz); 3. Glenn Pruitt (Suz).
VET INT: 1. Thomas Winkleman (Mai).
VET EX: 1. Bob Dunn (Suz).
OT JR: 1. Kenneth Yarn.
OT INT: 1. Max Goode (Yam).
OT EX: 1. Jim Armada (Mai).
ATC 110: 1. Charlie Klien (Hon).
ATC 200: 1. Richard Halpin (Hon).
ATC 250: 1. John Koretoff (Hon).
MINI JR: 1. Todd Pipes (Yam); 2. Paul Tarpin (Yam).
MINI INT: 1. Marty Cooper (Yam).
MINI 100: 1. George Logan (Yam).
125 PRO: 1. Rich Ryan (Yam); 2. Mike Holmes (Suz); 3. Scott Casteneda (Suz).
125 JR: 1. Don Hall (Yam); 2. Paul Van Horsen (Hon); 3. Paul Villa (Hon).
OPEN JR: 1. Rick Jost (Yam); 2. Kirt Schiffner (Mai); 3. Jim Cater (Suz).
OPEN INT: 1. Paul Ryan (Mai).
250 JR: 1. Gary Poimental (Yam); 2. Ron Allen (Yam); 3. Lynette Wosick (Yam).
250 PRO: 1. Larry Wosick (Hon); 2. Shawn McConn (Yam); 3. Damon Webb (Yam).
125 INT: 1. Manny Ornelass (Yam); 2. Mike Daws (Yam); 3. Bill Lea (Yam).
250 INT: 1. Shawn Cady (Yam); 2. Ed Shimmon (Kaw); 3. Mike Brumit (Hus).
OPEN PRO: 1. Jeff Ellsus (Hon); 2. Tim Alarcon (Yam); 3. Brett Stevens (Suz).

Ellis, Preston, McKenna take two at Prairie City MX

By Sue Ellis

SACRAMENTO, CA, NOV. 1

Jim Ellis, Eric McKenna and Mike Preston all won both motos in the 250, Open and 125cc Pro classes, respectively, today at Prairie City OHV track.

The first moto for the 250cc Pros was holeshot by Bob Davis, followed by Ellis and Rodney Smith. Ellis quickly flew by Davis and stretched his lead. Davis held second for a couple laps but was overtaken by Smith and Joe McCrummer. At the checkered flag, Ellis had a 30-second lead over Smith. Randy Chapman moved through the pack and finished third with Davis fourth.

In the second moto, Ellis got the holeshot followed by Pete Langley and Larry Coleman. By the end of the first lap, Ellis had already stretched his lead by 15 seconds. Langley held second for a few laps, and Chapman held third. At the halfway point, Ellis furthered his lead as Smith recovered from his crash and moved into second place. At the finish, it was Ellis, Smith and Chapman.

For the Open Pros, Pat Wilson pulled a holeshot with McKenna second and Ellis third. About the fourth turn, Ellis passed for second and then for first. Wilson held second, McKenna third and Kelly Barry fourth. Just before the end of the first lap, Ellis went out with bike problems leaving Wilson in first. At the halfway point, McKenna moved into first, Dave Coupe second and Jim Inglebright rounded out the top three positions at the checkered flag.

The second moto saw McKenna holeshot followed by Dave Myther and Barry. McKenna overshot the second turn putting him almost in last place. Wilson moved into first, Coupe second Myther third. By the halfway point, McKenna moved through the pack and recovered his lead, holding it till the end. Coupe followed in second, and Englebright rounded out the third place positions.

Hats off to Lou Buscal, a 73-year-old Suzuki rider in the Old Timer class; he finishes consistently in all his races.

Results

WOMEN EX: 1. Debby Jamerson.
WOMEN JR: 1. Pam Wahl.
WOMEN NOV: 1. Tracy Gallo; 2. Carrie Data.
250 EX: 1. Jim Ellis; 2. Rodney Smith; 3. Randy Chapman.
250 JR: 1. L. Turner; 2. Mark Andres; 3. Larry Lengner.
250 NOV: 1. Kevin Mahoney; 2. Greg Smith; 3. Robert Tull.
VET NOV: 1. Paul Flifman; 2. Phil Lenerd; 3. Smith.
VET JR: 1. McIntosh; 2. Morty Baker; 3. Ed Smith.
VET EX: 1. Terry Sage; 2. Steve Ferroni; 3. Steve Machado.
OPEN EX: 1. Eric McKenna; 2. Dave Coupe; 3. Jim Inglebright.
OPEN JR: 1. Kenny Klein; 2. John Dauth; 3. Tom Sweeney.
OPEN NOV: 1. Mark Hamblin; 2. Steve Parker; 3. Kurt Jorgesen.
OT NOV: 1. Dennis Thompson; 2. Dick Milani; 3. John Kene.
OT JR: 1. Jes Gallo; 2. Wes Bradwell; 3. Dee Skikos.
OT EX: 1. Bill McClinton; 2. Jim Saitone; 3. Jack Coulombe.
125 NOV DIV 1: 1. Todd Mitchell; 2. Terry Callahan; 3. Tim Kopland.
125 NOV DIV 2: 1. Mike Wensel; 2. Greg Anderson; 3. Ronny Williams.
125 JR: 1. John McLopes; 2. Eric Risley; 3. Todd Jobb.
125 EX: 1. Mike Preston; 2. Dan Turner; 3. Scott Rebuck.

Hooper and Halloween help start Winter Series at Clarks Branch MX

By Delbert Longbrake

ROSEBURG, OR, NOV. 1

Larry Hooper trick and treated the Clarks Branch motocross the day after Halloween. The trick was to beat rival Pro Tim Michlitsch. The treat was watching that battle take place.

Kawasaki support rider Michlitsch proved unbeatable in moto one, but moto two was all Hooper's. The Maico West-sponsored rider finished 18 seconds ahead of second place rider, clinching the overall in the 250cc class.

This race officially launched the 1981-82 Winter Series at Clarks Branch, and just under 100 riders were on hand to christen the new series.

During practice, the backwards run track lived up to the title "Winter Series" as things were a little slick and gooey. But by the start of the races, the fog cleared, the sun shined bright, and the track shaped up nicely.

The Pros were stagger started with the 125s leaving the gate first. Wayne Church pulled ahead of Rod Keller for two laps, but Keller scooted by, never giving Church a chance to retaliate.

The 250s and the lone Open Pro were next to leave. Michlitsch was the first to get over the gate and up the track to the first turn. Tim does this regularly and attributes this to wrench Bob Cicerchi's starting line preparation. Tim's starting spot on the gate looks more like a runaway for a 747 when Bob gets done. After watching Tim's holeshot, Bob simply smiled and said, "Just like cheating."

Hooper's start was quite the opposite of Tim's as he found himself in fifth at the first turn. But through a series of whoops just after the first turn, Larry easily passed two riders, thereby moving himself into third behind Michlitsch and Mark Mattheisen. He then put a good move on Mattheisen in a right-hand turn to move into second. Michlitsch was the next rider to fall to Hooper when Larry got a better drive out of a corner at the bottom of a large uphill, allowing him to pull by for first. But showing tremendous determination, Michlitsch repassed in a hairpin turn.

The battle continued throughout the moto, coming down to the last lap. In the hairpin turn, which was just before the finish, Hooper dove underneath while Tim took the outside line. Slight contact was made, but both riders survived with Michlitsch squeaking by for the win. Hooper had to settle for second with Mattheisen placing third.

The start of moto two saw Rod Huffman take the "first-turn-first" honors away from Michlitsch, who was in second. Hooper rode in third. On the same lap, however, Larry pulled by Michlitsch and Huffman. From then on, Larry started pulling away, gaining two to four seconds per lap on the field, until he held an 18 second lead at the finish. Mattheisen was able to get by Huffman for second. Michlitsch fell several times during the moto, and was unable to do better than fourth.

Rod Keller again rode in ahead of Wayne Church for the win in the 125cc class.

The 250cc Intermediate class has become very fast and competitive at Clarks Branch, but despite all the competition, Wes Roberts was able to take first place in both motos. Wes held off Dana Hansen and Steve Hensler in the first moto. He again held off Hensler in the second moto, and Steve's 3-2 finish was good enough for second overall behind Wes.

Results

125 PRO: 1. Rod Keller (Suz); 2. Wayne Church (Yam).
250 PRO: 1. Larry Hooper (Mai); 2. Mark Mattheisen (Yam); 3. Tim Michlitsch (Kaw).
OPEN: 1. Jim Phillis (Mai).
MIDGET: 1. Ryan Huffman (Suz); 2. Chris Renard (Suz); 3. Frank Cunningham (Yam).
PEE WEE JR: 1. Ryan Huffman (Yam); 2. Jimmy Row (Yam); 3. Joie DePew (Yam).
PEE WEE INT: 1. Jeff Daily (Yam); 2. Monty Spalding (Yam).
MINI JR: 1. Jeff Daily (Yam); 2. Tony Kephart (Yam); 3. Dennis Reading (Yam).
MINI INT: 1. Matt Ramey (Yam); 2. Curtis Cunningham (Yam).
MINI EX: 1. Don Church (Yam); 2. Anthony Valenzuela (Yam).
100 JR: 1. Chad Klingbeil (Suz).
100 INT: 1. Becky Roberts (Suz).
125 JR: 1. Casey Stuve (Suz); 2. Mike Booth (Suz); 3. Scott Avery (Suz).
125 INT: 1. Lonny Jayles (Yam); 2. Fred Hayda (Yam).
250 JR: 1. Dennis Delbiaggio (Suz); 2. Jody Lenard (Hon); 3. Darryl Hamilton (Suz).
250 INT: 1. Wes Roberts (Hon); 2. Steve Hensler (Yam); 3. Dana Hansen (Hon).
OPEN JR: 1. Jerry Neilson (Yam); 2. Steve Youmans (Hus); 3. Jeff Mayers (Mai).
OPEN INT: 1. Don Durrant (Hon); 2. Ben Grable (Hon); 3. Elmer Reimer (Suz).
OT: 1. Bill Row (Yam); 2. Larry Hartnett (Mai); 3. Elmer Reimer (Suz).

Turnidge triumphs in High Desert 100

By Larry Ulrich

BEND, OR, OCT. 25

Dallas, OR youth Brad Turnidge outlasted Idaho's number one desert rider Ron Dillon for the overall win for the second time in the High Desert 100. Dillon said that he has been first to almost every smoke bomb this year. His 490 YZ did it again here.

Turnidge got off to a bad start but managed to get Dillon in his sights on the first 35-mile forest loop. Turnidge then crashed after jumping a log, breaking his front brake adjuster and losing the use of his front brake. At the pit stop, his crew replaced the adjuster, and he was again off after Dillon on the second loop which was all desert with several miles of virgin trail. Every time the young KTM rider got close to Dillon, the dust was too much.

At the next pit stop, Turnidge's father told him that 35 miles of pine tree country was coming up and "don't give up." Sure enough, the pine forest growing out of volcanic ash similar to the St. Helens stuff was damp from rains four weeks earlier, and he caught Dillon in the tight stuff. Dillon said after the race, "My 34-inch bars wouldn't fit through those trees 28 inches apart!"

Once Turnidge got past, he really pulled away. Dillon said that when he got back to the flat land of Millican Valley, all he even saw of Turnidge was a little dust.

Bill Dowers (Hus) had a long face at the finish line. Most riders would have been overjoyed with a third overall finish, but Dowers really wanted to win this year.

First 250cc Expert was Alan Holly riding a water-cooled Honda. Bill Dower's younger brother Mark was second 250 in seventh overall position. Even though this was a fast course, and the first four finishers were Open bikes, a 125cc Yamaha out of Steve's Yamaha was ninth overall ridden by Steve McCall.

At the request of the statewide club, the Over The Hill Gang, a couple classes were tried for this one race — Over 30 years of age and both an Expert and an Amateur class. Turnout was great, and it will probably be a permanent class in 1982. First OTHG was Mike Mather riding a KTM in 11th overall.

The Amateur start was supposed to be 30 minutes after the Experts but was delayed about 20 minutes more due to an injury on the Expert start. 250cc Expert rider Alan Seymour was hit by a huge rock hidden in the dust and was at first though to be seriously hurt. Treated with kid gloves by EMTs from Deschutes County Search & Rescue and an EMT III riding behind the riders, he was loaded on a backboard and into a van for a quick trip to St. Charles Medical Center of Bend. Seymour's injuries were found to be one broken arm and a beat up face.

A good sportsmanship award should go to Glenn Wiensz as he and Arlin Pestes stopped at the crash site and waved other riders around Seymour who was apparently unconscious laying face down in the dust. Wiensz then rode back to the starting line to delay the Amateur start. Wiensz, a past overall winner of this event, did not get back into the race until he *knew* that the Amateurs were not coming and that Seymour was in good hands. He probably started 30 minutes late and still finished 65th overall.

Results

OPEN EX: 1. Brad Turnidge (KTM); 2. Ron Dillon (Yam); 3. Bill Dowers (Hus).

250 EX: 1. Alan Holly (Hon); 2. Mark Dowers (Hus); 3. Larry Pestes (Hus).

125 EX: 1. Steve McCall (Yam); 2. Terry Bryan (Yam); 3. Ron Lemon (Yam).

200 EX: 1. Chuck Wells (Hon); 2. Brett Kindall (Yam); 3. Stan Toland (Kaw).

OT EX: 1. John Taylor (Kaw); 2. Vern McCall (Yam); 3. Walter Drake (KTM).

OTHG EX: 1. Mike Mather (KTM); 2. Jeff Kirk (Yam); 3. Malcom Bullemor (Yam).

OPEN AM: 1. Barrett Brown (Yam); 2. Ron Nash (Mai); 3. Terry Bennett (Hus).

250 AM: 1. John Holland (Hus); 2. Jim Harris (Hus); 3. Lyle Klenski (Yam).

200 AM: 1. Curt Mastrude (Yam); 2. Joe Lieuallen (Yam); 3. N. Bodine (Suz).

125 AM: 1. Bradley Allen (KTM); 2. Bob Cesena (Hus); 3. Bill Crenshaw (Hon).

OTHG AM: 1. Jerry Halfhill (Hus); 2. David Jett (Hon); 3. Chuck Williams (Hus).

OT AM: 1. Jeff Gullickson (Hus); 2. Chuck Rice (KTM); 3. Dwight Horton (Hon).

BEG: 1. Michael Bell (Yam); 2. Randy Oster (Suz); 3. Jon Wiley (Yam).

TRAIL BIKE: 1. Terry Chamblin (Yam); 2. Steve Row (Yam); 3. Dale Pestes (Hon).

OT OVER 50: 1. Jack Carlson (Hus); 2. Tom Uding (Mai); 3. Ray LeRoque (Yam).

Anderson, Shultz, Coupe cop Cal State MX qualifier

By Nuclear Neukam

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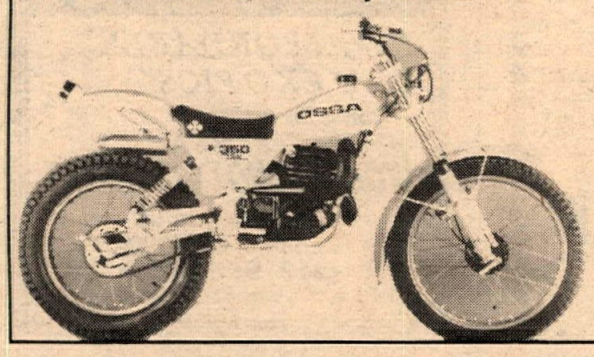

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NORTHERN DATELINE

Dave Coupe (5) leads Joey Schlag through some Marysville air.

converged under Marysville's "E" Street bridge for the second North Qualifier of the AMA California State MX Championship Series. While the riders benefited from more sleep (unless they stayed up to watch *Saturday Night Live!),* one less hour of daylight meant that the motos had to run lickity split. Promoter Charlie Sexton saw to it that things went smoothly, and everything came off before dark.

In moto one of the 125cc Experts, Lance Burgess led Dana Waxham, Chris Ladd, Chuck Beck and Jim Anderson. Danny Turner was up to sixth and closing.

Anderson had moved into second behind Burgess' Suzuki by lap three while Turner was in fourth looking for a way around Waxham. "The track was tight and they'd shut me off in the turns so I couldn't get around," complained Turner of the slower riders.

Just before the white flag lap, Turner was by Waxham who fell soon after, but there was a lot of space between him and the two leaders with only a lap to catch them.

Anderson won with Burgess second. Turner made a gallant attempt on the final lap, closing in to touching distance, but time ran out.

Anderson holeshot the second moto with Waxham, Jon Nelson, Rodney Smith and Scott Rebuck following. Turner was way back in 20th.

Rebuck was on the gas and trying to work up to Anderson. By the last lap, he was up to second but unable to find a way around.

Anderson won the moto and overall. Rebuck was second and third overall after a first moto seventh. Smith finished third for fifth overall with Waxham fourth and Burgess fifth for second overall.

Dave Coupe holeshot the first 250cc Expert moto, but Jim Ellis was soon in the lead. Coupe and Anderson were close behind as newly signed Honda factory rider Darrel Shultz was flying from mid-pack (on a Suzuki still) to challenge them. Coupe developed problems and dropped from contention.

Ellis won with Shultz hot on his tail after passing Anderson who finished third.

Ellis, Anderson and Shultz were 1-2-3 at the start of moto two, but after two laps, Shultz was in the lead as they came out of the back section. Anderson claimed second after Ellis went down and dropped to third. Those positions held to the end.

Coupe and Joey Schlag went the entire first Open Expert moto never more than a few inches apart. Schlag even passed Coupe in the air off a jump at one point, but Coupe had the line into the next turn. Allen Berluti, Randy Losh and Steve Coffey rounded out the top five.

Coupe holeshot the second moto as well with Jim Inglebright, Ellis, Schlag and Pat Wilson following. Schlag moved his Cycle Rider Supply of Napa/Hi-Point-sponsored KTM into second behind Coupe's Bill Harrison Maico 490, and that's the way they crossed the finish line. Inglebright was third. •

Results

250 EX: 1. Darrell Shultz (Suz); 2. Jim Ellis (Yam); 3. Jim Anderson (Yam).
250 JR: 1. Jon Hill (Suz); 2. Paul Hart (Suz); 3. Ed Shimmen (Kaw).
250 NOV: 1. Chip Vanderford (Suz); 2. Kevin Green (Suz); 3. Beau Hibdon (KTM).
250 NOV DIV II: 1. Paul Challburg (Kaw); 2. Bernie Franza (Kaw); 3. Brett Flory (Suz).
VET NOV: 1. Milt Muller (Yam); 2. Bob Riverlark (Yam); 3. Bob Dell Re (Kaw).
VET JR: 1. Steve Bevilacqua (Yam); 2. Ed Smith (Mai); 3. Art McDade (Mai).
VET EX: 1. Scott Davis (Mai); 2. Jerry Dekay (Mai); 3. Steve Machado (Yam).
OPEN EX: 1. Dave Coupe (Mai); 2. Joey Schlag (KTM); 3. Allen Berluti (Mai).
OPEN JR: 1. Scott Davis (Mai); 2. Jim Domenighini (Yam); 3. Eric Von Urff (Yam).
OPEN NOV: 1. Werner Martinmas (NMS); 2. Kelly Emnklin (Hus); 3. Steve Parker (Yam).
MINI NOV: 1. Jeff Pulite (Kaw); 2. Mathew Hibb (Kaw); 3. Kevin Brown (Yam).
125 EX: 1. Jim Anderson (Yam); 2. Lance Burgess (Suz); 3. Scott Rebuck (Suz).
125 JR: 1. Mark Nelson (Suz); 2. Tim Collins (Suz); 3. Pete Yoho (Suz).
OT NOV: 1. John Weitz (C-A); 2. Jim Helming (Suz); 3. Dick Milani (Mai).
OT JR: 1. Carl Bowling (Suz); 2. Ronald Neubauer (Mai); 3. Bob Bickel (Yam).
OT EX: 1. Jim Saitone (Mai); 2. Richard Schetter (Mai); 3. Bill McClinton (Mai).
125 NOV DIV I: 1. Terry Callahan (Suz); 2. John Cook (Kaw); 3. Kevin Knox (Suz).
125 NOV DIV II: 1. Bill Lea (Yam); 2. Mark Silveire (Suz); 3. Tim Copeland (Suz).
FOX-O-CROSS NOV: 1. Nina Bevilacqua (Suz); 2. Tracy Gallo (Yam); 3. Kelly Allen (Suz).
FOX-O-CROSS EX: 1. Jeanie Morgan (Kaw); 2. Debbie Jamerson (Suz).
80 JR: 1. Marty Cooper (Yam); 2. Charlie Venegas (Yam); 3. Jason Mackenroth (Yam).
80 EX: 1. Tyson Vohland (Yam); 2. Tony Flores (Yam); 3. Eric Liddell (Yam).
125 NOV DIV III: 1. Bill Leg (Yam); 2. Terry Callahan (Suz); 3. Ronnie Williams (Yam).

Central Pipeline

John Ham was third Expert.

Farmers plow up Capitol City night MX

By Karel Kramer
Photo by Pat McClure

AUSTIN, TX, OCT. 25

Intermittent rains plagued Austin for a week, but race day dawned sunny. Many worried about mud but most riders had more trouble with more traction than they knew how to deal with in the Capitol City night motocross.

Austin's Maicomeister Jack Beckham took a trip into the track's only deep mudhole, giving the Experts the rare opportunity of having the Pro overall money up for grabs. As the action began, four different brands of motocross bikes squeaked through the first turn together with Yamaha pilot Jerry Farmer playing reflex man and grabbing the holeshot. John Ham (Suz), Beckham and Bill Harrison (Hon) trailed Farmer into the first lap.

Beckham began his drive to the front almost immediately. He went by Ham at the end of the back straight. Farmer was riding exceptionally smooth and fast but that was not enough to keep Beckham from slipping his 490 into the lead.

Farmer, Ham, Mike Farmer and Harrison were scrapping over second and third until Beckham let the front wheel of his Maico creep over the top of a berm. With Beckham fishing in the water for his Maico, Jerry Farmer inherited the lead.

Farmer held on to win followed by Ham and Harrison. Beckham recovered to sixth.

When the knobbies churned away from the gate at the start of the second moto Mike Farmer was at the head of a pack consisting of Ham, Beckham and Harrison.

Beckham got Ham in the infield then went after Farmer. Beckham got his Maico hooked up for a killer drive up a small hill, blowing past Farmer in the process.

With that move first place was decided, but the place and show positions were still up for grabs. Mike Farmer, Ham and Jerry Farmer were all nose to tail the whole way around the track.

Ham was trying every line in the book to put away Mike but the effect sent him outside and sideways, letting Jerry move into third. Ham went into orbit on the back straight while trying to regain third but had to settle for fourth.

Beckham took the win followed by Mike and Jerry Farmer. Jerry took the overall followed by Mike and Ham.

Austin had one of its rare, large over 30 classes. Fans hoped to see some competition for Austin regular Wylie Evans but it was not to be. Evans smoked the Over 30 class, beating the Open Intermediates in the process.

Results

MINI JR: 1. Stephan Ulrich (Yam); 2. Jason Krempin (Yam); 3. Robert Reed (Yam).
MINI SRS: 1. Shorty Bryan (Kaw); 2. Rob Bingarde (Kaw).
125 NOV: 1. Rocky French (Hon); 2. Larry Reiniger (Yam); 3. Frank Freidel (Suz).
250 NOV: 1. Jams Woodmansee (Hon); 2. Paul Horton (Hon); 3. Eduardo Lopez (Mai).
OPEN INT: 1. Wylie Evans (Hon); 2. Bill Kasson (Yam); 3. Danny Atkins (Yam).
OPEN INT: 1. John Shocklye (Hon); 2. John Baklcom (Hus); 3. Lalo Lopez (Yam).
INT: 1. Chris Loftin (Suz); 2. Carl Boers (Suz); 3. Chuck Loftin (Hon).
EX: 1. Jerry Farmer (Yam); 2. Mike Farmer (Yam); 3. John Ham (Suz).

Beindorf bags Black Jack Enduro

By Boyd Bass

BOKCHITA, OK, OCT. 25

The Bokchita Enduro Riders hosted their second Black Jack Enduro this weekend with over 100 riders turning out. With this race and two others in this year's series, riders were looking for a good ride to gain some points.

Heavy rains soaked the area for two weeks leaving the trail very wet in some places. With mostly tight woods sections and several creeks to cross, picking a good line was very important.

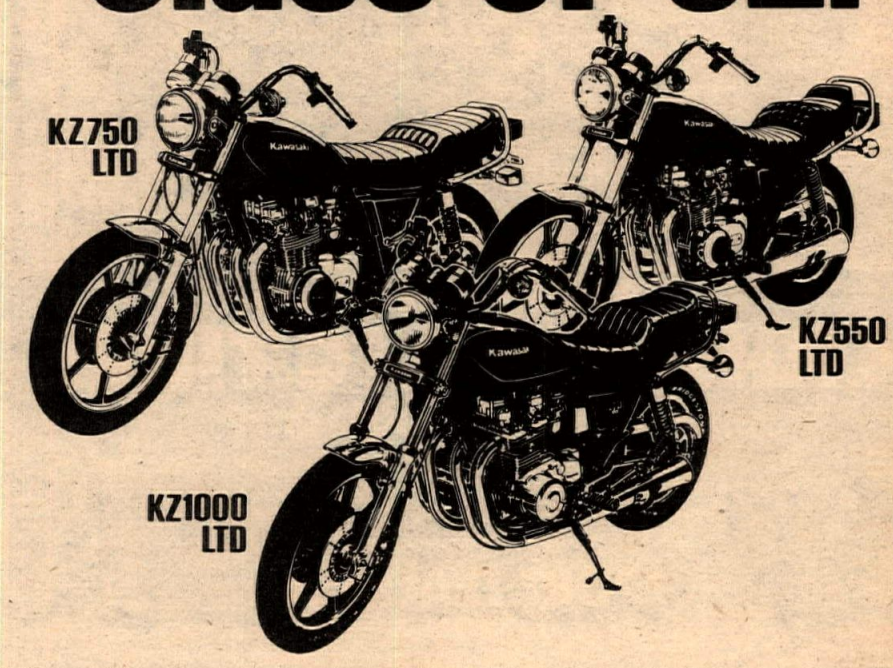
AA rider Chuck Cooper (Kaw 250) lost several minutes on the first of two 40-mile loops when he stalled in a deep hole. Another rider stopped to help out after Chuck had been there a few minutes.

Overall winner Wayne Beindorf edged out David Fogle by one point, 26 to 27. Overall A went to Ralph Cooper who carded a 37. Suzuki-mounted Kenny Williams topped the B class with a score of 42. A special award for the high total without houring out went to L.D. Parks with a total of 110. The Bokchita Enduro Riders did a good job of running the event; a special note of thanks should got to David Daily, Rick May, Larry Bennett and Boyd Young who helped put this event on. •

Results

OVERALL WINNER: Wayne Beindorf (26 pts.).
OVERALL A: Ralph Cooper (37).
OVERALL B: Kenny Williams (42).
OVERALL C: David Neer (15).
AA: 1. David Fogle (27); 2. Robert Caplinger (34); 3. Chuck Cooper (38).
OPEN A: 1. Terry Green (43); 2. Mike Doughty (45); 3. Scott Ripley (49).
250 A: 1. B.R. Mullins (42); 2. Randy Harris (45); 3. Russ Hackler (57).
200 A: 1. Johnny Boreing (51); 2. Mike Back (85); 3. Don Paschall (29).
125 A: 1. Jim Stanfield (42).
SR A: 1. Vern Street (57); 2. Zahn Lewis (57); 3. Paul Rodden 77.
SUPER SR A: 1. Marion Ault (61); 2. Frank Smith (66); 3. Warren Norman (88).
WOMEN A: 1. Jill Reynaud (39); 2. Julie Caplinger (65).
OPEN B: 1. Doug West (57); 2. Tom Haller (58); 3. Jimmy Flippin (63).
250 B: 1. Steve Meeker (53); 2. Dennis Charvat (65); 3. Pete Doonkeen (75).
200 B: 1. Pat Bowen (53); 2. Mike McSpadden (55); 3. Tom Joseph (57).
125 B: 1. Joel Dubose (80); 2. Rick Adams (43); 3. Lanny Henderson (90).
WOMEN B : 1. Joanne Meeker (107); 2. Jamey Mendenhall (14); 3. Melba Herndon (25).
OPEN C: 1. Danny Gordon (16); 2. Fred Joiner (17); 3. Tim Lowry (23).
250 C: 1. Danny Ball (22); 2. Steve Goodner (25); 3. Frank White (25).
200 C: 1. Bobby Tate (17); 2. James Wells (21); 3. Doug New (30).
SR C: 1. F. Darryl Goade (28); 2. Don Herndon (35); 3. Bill Branstetter (36).
125 C: 1. Wesley Blackwell (20); 2. Wayne Whaley (28); 3. Bob Norris (69).
SUPER SR C: 1. Norris Price (30); 2. William Harris (40); 3. Cash Register (42).
YOUTH LARGE WHEEL: 1. Chris Caplinger (54); 2. Michael Lewis (74); 3. Cole Register (51).
YOUTH SMALL WHEEL: 1. Gene Cooley (81); 2. Jeff O'Neal (108); 3. Creed Wells (20).
1ST PLACE TEAM: 1. Freedom Husky (Jim Stanfield, Clell Furnell, Randy Harris).

Class of '82.



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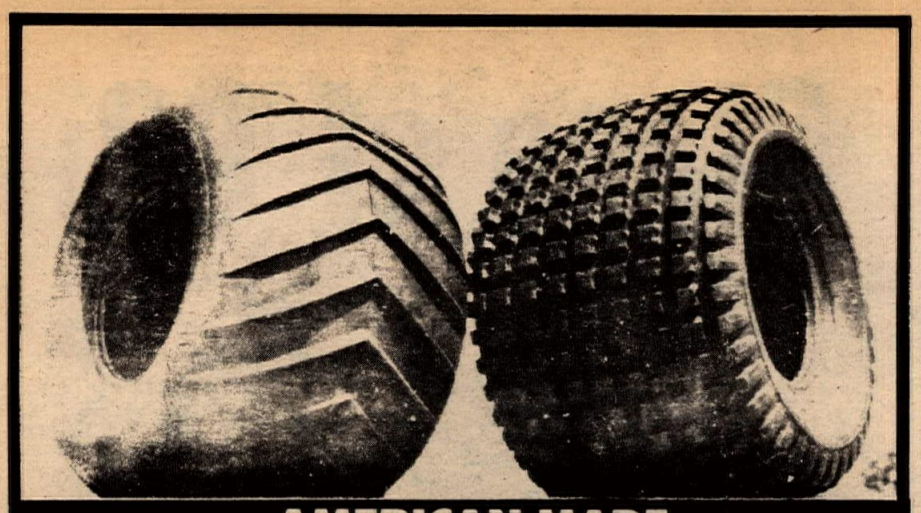

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RESULTS

Eugene MX ERA Pro-AM Pro Point Standings as of Oct. 25, 1981 By Suanne Light

Mark Freese	30
Wayne Church	25
Jim Wiant	24
Richard Earle	16
Terry Baker	16
Rodney Keller	15
Skeet Hise	15
Gary Davis	15
Don Durrant	12
Steve Williams	10
Johnny Olten	10
Kelly Welchel	10
Steve Pless	10
Gary Baut	8
Mike McCormick	4

CMC Pro Points as of Nov. 3, 1981

125	
1. R. Maki	310
2. R. Nolin	247
3. D. Hamada	207
4. F. Schlegel	170
5. R. Maeda	129
6. M. Beier	120
7. J. Chwastyk	115
8. M. Tripes	100
9. S. Manning	83
10. J. Picazo	75
11. S. Meyer	68
12. R. Tethertron	64
13. T. Brady	47
14. D. Bowers	43
15. M. Denning	42
16. D. Dubach	41
T. Murray	41
17. W. Boyer	40
J. Stanford	40
18. J. Faure	38
T. Shelton	38
R. Turner	38
19. M. Nishita	34
20. R. Brand	32
250	
1. T. Lunde	274
2. S. Johnson	191
3. P. Hubbs	174
4. D. Gerig	170
5. B. Maloney	120
6. J. Benavidez	116
7. P. Murray	112
8. W. Carlson	111
9. C. Hardick	105
10. N. Nilsson	101
11. M. Howell	97
12. G. Semics	95
13. F. Schlegel	78
14. J. Odle	64
15. B. Glover	60
16. R. Hume	53
17. R. Staten	52
18. J. Tarantino	49
19. J. Gochmanosky	43
20. R. Johnson	42
500	
1. D. Gerig	404
2. S. Johnson	336
3. D. Lewis	251
4. M. Rose	90
5. T. Wanket	87
6. S. Rhyan	82
7. L. Ramage	78
8. R. Norman	77
9. J. Jennings	74
10. G. Harris	59
11. M. Monaghan	58
12. G. Senecal	52
13. D. Renno	51
14. S. Banning	43
15. A. Ortiz	41
16. T. Browne	37
17. B. Keefe	35
18. C. Lunde	33
19. D. Anderson	31
R. Staten	31
20. J. Tarantino	30

AME Motocross Sprockets Park Bakersfield, CA Oct. 3, 1981 By Laura Richard

125 PRO	
Allen Hopper	Suz
Jim Sendelbach	Suz
250 PRO	
Steve Rawson	C-A
Greg Torgerson	KTM
Brand Johnson	Suz
500 PRO	
Greg Torgerson	Hus
125 INT	
Chris McCauley	Suz
Curtis Page	Suz
Andy Ellis	Yam
250 INT	
Keith Frady	Yam
David Camerana	Suz
Tom Brooks	Suz
500 INT	
Fred Hudgens	Suz
Mike Lopez	Yam
500 JR	
Jim Collier	Kaw
Don Hopkins	Yam
Dennis Cassidy	Mai
125 JR	
Adam Vaughn	Yam
Mike Little	Suz
Randy Anderson	Suz
250 JR	
James Reynolds	Hon
Doug Hulsey	Yam
Tim Kilman	Hon
100 JR	
Mike Hukill	Yam
Richard Lloyd	Suz
125 BEG	
Matt Dunlop	Suz
Ken Schwarz	Suz
Mike Hawks	Yam
VET EX	
Stewart Rogers	Yam
David Rogers	Hus
VET JR	
David Sweeney	Hus
Art Seibert	Yam
Allen Springman	Yam
83 INT	
Wes Furrh	Yam
Lance Johnson	Suz
Jim Heiser	Yam
83 JR	
Todd York	Yam
Alan Pierce	Yam
Jeff Sills	Yam
83 BEG	
Howard Ripley	Yam
Brett Hamilton	Yam
Barry Willingham	Yam
61 INT	
Ronnie Densford	Yam
Alan Pierce	Yam
61 JR	
Kevin Peoples	Yam
Alex Rogers	Yam
Mitchell Sanders	Yam
PEE WEE	
Dan Chambers	Suz

Motocross Livermore Valley Raceway Livermore, CA Oct. 4, 1981 By Jerry Newray

250 PRO	
Doug McRae	Yam
Troy DeHerrera	Yam
Glen Reimberg	Suz
125 PRO	
Troy DeHerrera	Yam
Doug McRae	Yam
Scott Fendarb	Suz
OPEN PRO	
Gary Rabe	Hus
Rory Rundle	Yam
Pete Hann	Yam
250 INT	
Kevin Green	Suz
Doug Kirkorian	Yam
Alan Chelleu	Yam
125 INT DIV 1	
Lance Link	Suz
Don Hall	Yam
Paul Vanhorsen	Suz
125 INT DIV 2	
Marshell Martinez	Suz
Bill Earle	Suz
Michael Martinez	Suz
OPEN INT	
Mark Fickas	Yam
Jim Carter	Suz
80 INT DIV 1	
Mark Pearce	Yam
David Still	Yam
Craig Medeffesser	Yam
80 INT DIV 2	
Kevin Brown	Yam
Jimmy Clay	Yam
250 JR	
Gary Fargo	Yam
Bob Wosicks	Yam
Bill Stout	Yam
125 JR	
Scott Keller	Suz
Shane Gurnsey	Yam
Tom Wetzel	Suz
80 JR	
Marty Cooper	Yam
Troy Joyce	Yam
Scott Cummings	Yam
VET EX	
Steve Marusic	Hon
Bob Dunn	Hon
Frank Trier	Yam
VET INT	
Jerry Caton	Suz
Gary Estes	Suz
Larry Kinney	Hus
VET JR	
Darrell Lawson	Yam
Nick Noval	Kaw
OT INT	
Dave Milini	Mai
Dan Welch	Mai
Kenneth Yarn	Yam
OT JR	
Gary Mogann	Yam
250 BEG	
Pete Tehaney	Hon
Cliff Terry	Yam
Greg Treuch	Hon
125 BEG	
Mike Landgraf	Yam
David Seminatore	Yam
Scott Baker	Yam
OPEN BEG	
Rod McCallouch	Yam
Paul Giavannoni	Mai

AMA Motocross Mt. View Cycle Park Summer Series Winners Sandy, OR Oct. 18, 1981 By Jan Newman

PEE WEE JR	
Travis Whitaker	Yam
Chad Kishpaugh	Yam
Richie Abrams	Yam
PEE WEE EX	
Grant Bergstrom	Yam
Monte Spalding	Yam
Rick Simmett	Yam
MINI JR	
Corey Whitaker	Yam
Randal Klettke	Hon
Dell Smith	Yam
MINI INT	
Jeff Miles	Yam
Shane Whitaker	Yam
Jim Sawtell	Yam
MINI EX	
Larry Ward	Kaw
Rick Celorie	Yam
Denny Fennell	Yam
100 JR	
Steve Hiersche	Yam
Steve Jones	Suz
Jeff Hofenbredl	Suz
100 INT	
Mike Klettke	Suz
Bill Hrabik	Yam
Larry Hofenbredl	Suz
125 JR	
Steve Jones	Suz
Mike Francois	Yam
Mike Ingebo	Yam
125 INT	
Keith Foidel	Yam
Jess Dirks	Suz
Rick Bozarth	Suz
250 JR	
Tim Jacobs	Kaw
Ronald Kent	Suz
Steve Hiersche	Kaw
250 INT	
Jerry Wilson	Hon
Patrick Nellis	Yam
Mark Freese	Suz
OPEN JR	
David Kirchem	Yam
Ron Myers	KTM
Dale Sahleen	Yam
OPEN INT	
Mike Whalen	Yam
Greg Rodgers	Mai
Atanas Vlaew	Suz
OT	
Jim McBryde	Yam
Dick Burgett	Yam
Jim Newman	Mai
OTH	
George Dennis	Kaw
Rusty Garrison	Kaw
Atanas Vlaew	Suz
125 PRO	
Jim Anderson	Yam
Rowdy Blasdell	Suz
Kevin White	Yam
250 PRO	
Jim Anderson	Yam
Barney Newman	Suz
Rick Burgett	Yam
OPEN PRO	
Lyle Schoppert	Mai
Barney Newman	Yam
Arne Hettman	Hon

Short Track & MX Ross Downs Colleyville, TX Oct. 24, 1981 By Bob Bagwell

SHORT TRACK	
50	
Scotty Williams	
Keith Chatman	
Coby King	
60	
Greg Teague	
Timmy Kay	
Clayton Hull	
80	
Bubby McCoy	
Chrissa Douglas	
Clay Carrol	
250 AM	
Jimmy Tarleton	
Tubby Dotson	
Pat Kennedy	

250 EX
Charlie Orr
Billy Orr
Shan Stovall
MOTOCROSS
50
Robert Argeris
Keith Chatman
Coby King
80
Rick Argeris
Chrissa Douglas
125
Rick Argeris
David Thibodeaux
Darrel Vanoy
250
Dan Taylor
Chad Doyle
Jorge Mazin

AME Motocross Sprockets Park Bakersfield, CA Nov. 1, 1981 By Shirley Shore

100 JR	
Carl Mitchell	Suz
Scott Wattenbarger	Suz
Mike Hukill	Yam
125 JR	
Wesley Furrh	Yam
Adam Vaughn	Yam
Chuck Coak	Yam
125 INT	
Jim Collier	Kaw
Shaun McKeown	Suz
250 JR	
Vic Hager	Hon
Mike Williams	Yam
Glen Wilkins	Yam
250 INT	
Clayton Ellis	Suz
Bobby Kotanjian	Yam
Doug Hulsey	Yam
250 PRO	
Ken Zahrt	Suz
Darren Oliver	Yam
Greg Torgerson	KTM
125 PRO	
Randy Harden	Suz
Jim Sendelbach	Suz
500 PRO	
Adam Ford	Suz
VET EX	
Stewart Rogers	Yam
David Rogers	Hus
500 JR	
Don Hopkins	Yam
Dave Smith	Suz
Tim Conner	Yam
500 INT	
Fred Hudgens	Suz
Jim Collier	Kaw
Art Dart	Kaw
61 JR	
Mitchell Sanders	Yam
Joe Brown	Suz
61 INT	
Kevin Peoples	Suz
PEE WEE	
Daniel Chambers	Suz
83 BEG	
Jason Russell	Suz
Mark Heydt	Hon
John King	Kaw
83 JR	
Brian Peoples	Yam
Martin Sanders	Yam
Alan Pierce	Yam

D-37 Motocross Point Standings as of Oct. 31, 1981 By Dee Granger

MINI	
1. John David Ray	618.2
2. Nicky Pounds	293.0
3. Keith Morabito	269.5
4. Jeff Mabery	175.5
5. Rodney Phelps	168.0
6. Shanon Roy Shamblin	120.0
7. Danny Cantley	111.1
8. Jeffrey Charron	103.5
9. Pat Kapko	95.4
10. William V. Surratt	88.0
125	
1. Randy Yetto	570.0
2. Clarke C. Coleman	425.0
3. Jeff Stanford	375.0
4. Varney Holbrook	355.0
5. Troy Blake	285.0
6. Danny Bookhart	280.0
7. Jake Roach	248.0
8. Terry D. Swets	205.0
9. Rick Rodgers	195.0
10. Marty Lehotan	170.0
11. Charles D. Osterday	150.0
12. Bill Clontz	110.0
13. Rodney Brand	105.0
14. E. Vince McMahon	100.0
15. Taylor Marcell	100.0
16. Richard Hoffman	99.0
17. Donnie Sigrist	86.0
18. Louie Franco	80.0
19. Gordon Ward	75.0
20. Tracy Meeks	65.0
250	
1. Danny Sanchez	760.0
2. Dave Pettigrew	715.0
3. Dennis Vetter	495.0
4. Fred Combs IV	450.0
5. Eric MacCracken	335.0
6. Jim Butler	275.0
7. Craig Gormley	240.0
8. Scott Hodgson	235.0
9. Keith Dysert	130.0
10. Dave Herrera	124.0
11. Mike Baker	120.0
12. Greg Piorkowski	120.0
13. Scott Conaway	115.0
14. Ed Wright	110.0
15. Bill Easley	105.0
16. Tom Aufrance	105.0
17. Gregory Zitterkopf	90.0
18. Robbie Brand	90.0
19. Mark Clark	90.0
20. Nev A. La Borde	80.0
OPEN	
1. Ronnie Gibson	665.0
2. Eddie Michetti	420.0
3. Eric MacCracken	265.0
4. Robert S. Alvis	254.0
5. Tom Kelly	240.0
6. Jim O'Neal	220.0
7. Bill Keefe	180.0
8. David Wilson	179.0
9. Bob Elliott	145.0
10. Alan Olson	138.0
11. Craig Adams	135.0
12. Ron Haase	120.0
13. Brian Vargus	105.0
14. Rusty Hannah	105.0
15. Paul Huffman	80.0
16. Rod Robertson	80.0
17. Rodney Brand	75.0
18. Bob Rutten	60.0
19. Doug Clark	60.0
20. Chad Werner	60.0
VET	
1. Dennis Rosenberg	770.9
2. Terry W. Swets	742.2
3. Jim O'Neal	696.0
4. Sanuel R. Groce	696.0
5. Rick Sieman	428.4
6. Jeffrey Matthews	407.9
7. Tim Joines	383.4
8. Frank Quick	367.4
9. George Spellman	360.0
10. Gary Bates	269.5
11. Ken Ratzloff	252.0
12. John White	210.0
13. Lynn McGraw	189.6
14. David L. Fleming	187.0
15. Alan Olson	181.2
16. David E. Wilson	148.9
17. Jim Beltinck	144.0
18. Marvin L. Olson	140.4
19. Nate Sciacqua	138.0
20. Mike O'Leary	91.6
CLUB	
1. Dirt Diggers M.C.	765.1
2. Invaders M.C.	279.0
3. Masterlinks M.C.	235.0
4. Sled Riders M.C.	45.0
5. Sunland Shamrocks	25.0
Rovers M.C.	25.0
Brush Busters M.C.	7.0
VET CLUB	
2. Dirt Diggers	2522.4
2. San Gabriel Valley	254.0
3. Invaders	111.6
4. Sunland Shamrocks	35.0
5. One Hundreds	25.0
6. Brush Busters	18.0
7. Pit Crew	11.0

Unofficial OMRA Point Standings as of Oct. 26, 1981 By Larry Ulrich

TRAIL BIKE	
1. Brent Olson	76
2. Davin Tester	39
3. Grady Troglin	25
4. Scott Scheibel	25
5. Shon Hart	25
6. Terry Chamberlin	25
7. Greg Graham	15
8. Steve Row	15
9. Wayne Howe	15
10. Rick Aldridge	15
125 AMATEUR	
1. Bradley Allen	60
2. Bob Cesena	60
3. Harry Reed	30
4. Steve Grant	28
5. Monty Price	25
6. Mark Studer	25
7. Ron Leman	25
8. Pat Hogan	24
9. Bill Crenshaw	15
10. Ron Bell	13
125 EXPERT	
1. Willis Taylor	86
2. Terry Bryan	68
3. Steve Henry	55
4. Robert Nancolas	45
5. Steve McCall	35
6. Ron Lemon	30
7. J.D. Amen	29
8. Curtis Dice	25
9. Greg Martin	25
10. Bob Wilson	15
200 AMATEUR	
1. Curt Mastrude	175
2. Jim Servo	103
3. Joe Lieuallen	100
4. Ritchie Elspas	81
5. Neill Smith	78
6. Larry Boehn	45
7. Monty Price	40
8. Shawn Servo	36
9. Gary Baxter	35
10. Barry Stevens	31
200 EXPERT	
1. Brett Kindall	50
2. Scott Allen	39
3. Bert Fox	36
4. Ross Brinton	26
5. Dave Chutich	25
6. Troy Delphs	25
7. Chuck Wells	25
8. Ken Kulluson	15
9. Paul Finley	15
10. Mickey McBeth	14
250 AMATEUR	
1. Jim Harris	190
2. John Holland	185
3. Lyle Klenski	180
4. Mike Howard	145
5. Terry Bennett	105
6. Bruce Hardy	97
7. Dennis McCarthy	91
8. Jeff Smith	55
9. Mitch Lawson	38
10. Nick Shepard	37
250 EXPERT	
1. Alan Holly	135
2. Dale Demaris	124
3. Buzz Farrell	110
4. Alan Seymour	85
5. Larry Pestes	83
6. Cliff Humbard	80
7. David Morton	61
8. Joe McCormick	55
9. Bob Bushey	52
10. Dave Merklin	45
OPEN AMATEUR	
1. Barrett Brown	300
2. Jerry Denley	197
3. Howard Larson	166
4. Bill Crager	160
5. Gary McDowell	125
6. Alan Williamson	120
7. Ken Stansell	101
8. Jeff Bushey	100
9. Gordon Graham	94
10. Darrell Wilkins	93
OPEN EXPERT	
1. Brad Turnidge	270
2. Bill Dowers	223
3. Rick McUne	175
4. Wayne Krug	113
5. Ron Dillon	110
6. Klaus Hohman	79
7. Joe McCormick	75
8. Steve Doane	65
9. Tom Lillis	62
10. Glenn Wiensz	60
OLD TIMER AMATEUR	
1. Chuck Scheibel	75
2. Bob Wruble	49
3. Jerry Gullickson	49
4. E.H. Fuller	42
5. Lou Page	37
6. Chuck Rice	20
7. Roy Daniels	17
OLD TIMER EXPERT	
1. Denny Olson	117
2. Jim Hogan	95
3. Roger Neale	88
4. Larry Ulrich	77
5. Brad Vance	73
6. John Taylor	65
7. Denny Howard	53
8. Clarence Pitts	46
9. Charles Standeford	35
10. Dick DeMartini	31
OLD TIMER OVER 50	
1. Jack Carlson	70
2. Bill Ansenberger	51
3. R. Christner	50
4. Howard Emmick	38
5. Harley Malkson	15
6. Tom Uding	15
7. Ray LeRoque	14
8. Dick Bolin	11
9. Dave Myre	10

Coca-Cola/KPRI Final Point Standings Speedway 117 Chula Vista, CA By Myron Hemley

MINI JR	
1. Louis Martinez	164
2. Ramon Dominguez	147
3. Phil Lawson	125
4. John Flores	122
5. Gilberto Lizarraga	91
MINI INT	
1. Mike Gilmartin	48
2. Tim Schoos	36
125 JRS	
1. Bobby Maupin	251
2. Fernando Cintora	221
3. James Hurkman	216
4. Shannon Scott	210
5. Mark King	176
125 INT	
1. Scott Sargent	174
2. David Capehart	104
3. Chris Shaw	92
4. Keith Graig	74
5. Chris Apodaca	74
250 JR	
1. Alan Seaman	167
2. Rafael Rosas	132
3. David Williams	111
4. Donald Rugg	96
250 INT	
1. Douglas Lott	118
2. Terry Belcher	114
3. Brian Craw	96
4. Ed Stovin	60
5. David Hoffelder	48
500 JR	
1. Richard Pollock	98
2. Monte Lutz	76
3. Bob White	49
4. Steve Stumetz	48
5. Raymond Solomon	48
500 INT	
1. Ric Mahlmeister	73
2. Brian Showalter	54
3. Keith Lynas	35
4. Tim Henderson	16
5. Bob White	12
125 PRO	
1. Scott Meyer	71
2. Mike Tripes	57
3. Jon Faure	38
4. Robert Nolin	32
5. Terry Murray	30
250 PRO	
1. Woody Crlson	53
2. David Gerig	36
3. Bryan Maloney	20
4. Tom Browne	19
5. Juan Benavidez	17
500 PRO	
1. David Gerig	65
2. Tom Browne	40
3. Mike Rose	13
4. Scott Porter	4

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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R.A.C.E.
SCHEDULE

FRI	NOV. 20 MOTOCROSS	Corona
SAT	NOV. 21 ODYS,3 WHLRS	Corona
FRI	DEC. 4 MOTOCROSS	Corona
SAT	DEC. 5 ODYS,3 WHLRS	Corona
FRI	DEC. 11 MOTOCROSS	Corona
SAT	DEC. 12 FT, ½ MI, ¼ MI	Corona
FRI	DEC. 18 MOTOCROSS	Corona

Nothing doing this weekend? See CALENDAR.

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Nov. 22 Dec. 13-27
INDIAN DUNES
Dec. 6-20
SPROCKETS PARK
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DESERT RACES
SUN. NOV. 22: **Dirt Riders Unlimited Hare Scrambles at Ocotillo Wells N. of Hwy. 78 in S.D. County**
SUN. DEC. 6: **IVMC Hare Scrambles and 3-wheeler race at Glamis in Imperial County**
INFO: (714) 427-5759 Anytime!
DETAILS IN THE CALENDER SECTION

SRA Schedule
NOV. 29 RIVERSIDE G.P.
SPECIAL ATC & ODYSSEY RACE
DEC. 12 TOYS FOR TOTS G.P.
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CALENDAR

CHAMPIONSHIP EVENTS

National Drag Race Schedule AMA/Dragbike!

11/28-29	Gainesville, FL

National Road Runs

11/28	CYCLE NEWS B-to-V Poker Run Barstow, CA – Las Vegas, NV

1982 AMA/ Winston Pro Series

2/6	ST/Houston, TX
2/7	TT/Houston, TX
3/1-7	RR/Daytona Beach, FL
4/3	TT/Gardena, CA
4/17	M/Sacramento, CA
5/2	M/San Jose, CA
5/8	H-M/Gardena, CA
5/16	M/Springfield, IL
5/21-24	RR/Elkhart Lake, WI
6/5	H-M/Louisville, KY
6/12	H-M/Harrington, DL
6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8 (or 15)	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/22	H-M/Tulsa, OK
8/21-22	RR/Sonoma, CA
8/28-29	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

1982 AMA Supercross Series

1/30	Anaheim, CA
2/13-14	Seattle, WA
2/27	Atlanta, GA
3/6	Daytona Beach, FL
3/19-20	Houston, TX
4/24-25	Pontiac, MI
5/8	Kansas City, MO
7/17	Los Angeles, CA
7/24	Charlotte, NC
TBA	San Diego, CA

1982 AMA National Motocross Series

3/28	Sacramento, CA/125-250
4/4	Orange, CA/125-250
4/18	Lake Whitney, TX/125-250
5/2	St. Petersburg, FL/125-250
5/16	Southwick, MA/250-500
5/30	Mt. Morris, PA/250-500
6/6	Atlanta, GA/250-500
6/13	Castle Rock, CO/250-500
6/20	Binghampton, NY/125-500
7/4	Buchanan, MI/125-500
8/15	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

1982 AMA Trans-USA Motocross Series

9/26	Lexington, OH
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Houston, TX
10/24	Sacramento, CA

1982 CMC Golden State Series

1/2-3	Orange, CA
1/9-10	Lake Madera, CA
1/16-17	Marysville, CA
1/23-24	Huron, CA
1/30-31	Sacramento, CA
2/6-7	Carlsbad, CA
2/13-14	Lake Madera, CA

1982 AMA/Dragbike! Series

4/17-18	Palmdale, CA
4/24-25	Jackson, TN
5/15-16	Atco, NJ
5/22-23	Cincinnati, OH
6/5-6	Fremont, CA
6/12-13	E. Irvine, CA
6/18-20	Tulsa, OK
7/10-11	Columbus, OH
7/31-8/1	Syracuse, NY
8/TBA	Belle Fousche, SD
9/4-6	TBA
9/11-12	Byron, IL
9/25-26	Commerce, GA
10/23-24	Las Vegas, NV
11/20-21	Gainesville, FL

1982 SCORE Race Schedule

1/9	SCORE Awards Banquet Anaheim, CA
2/5-7	Parker 400 Parker, AZ
3/26-28	Mexicali 250 Mexicali, Baja California, Mexico
6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Off Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

1982 World Championship Road Race Series (tentative)

3/21	Argentina
5/2	Austria
5/9	France
5/23	Spain
5/30	Italy
6/26	Holland
7/4	Belgium
7/18	San Marino
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	Yugoslavia
9/26	Germany

1982 World Championship Endurance Road Race Series (tentative)

4/25	Italy
6/13	Germany
6/20	Austria
7/10-11	Spain
7/25	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

1982 World Championship Motocross Series (tentative)

125cc

3/28	Holland
4/4	Belgium
4/25	Austria
5/2	Yugoslavia
6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

4/18	Switzerland
4/25	Spain
5/9	Belgium
5/16	Czechoslovakia
5/23	Poland
6/6	France
6/13	England
6/4	Holland
7/18	NEW BERLIN, NY
8/1	Russia
8/22	Finland
8/29	Sweden

500cc

4/25	France
5/2	Holland
5/9	Sweden
5/16	Finland
5/23	Austria
6/6	Germany
6/13	Italy
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

4/4	Italy
4/18	France
5/23	Holland
6/6	Belgium
7/11	England
7/17	Ireland
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

1982 World Championship Trials Series (tentative)

2/21	Spain
2/28	Belgium
3/7	England
5/16	Italy
5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	USA
9/5	Finland
9/12	Sweden
9/19	Poland

EVERY WEEK

Wednesday

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to Junction 117, E 5½ mi. (end of Brown Field Airport). All classes + 3-wheelers & go-karts. Merchandise awards & trophies every night. 150% Pro p.b. Coca-Cola stadium-type track. Sign up 4:30 p.m., prac. 6-7, race 7:30. Entry $12. Info 714/690-6414.

Thursday

CALIFORNIA

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. All classes inc. complete div. of Vets & OT. Challenging 5/8-mi. course, clean pits, good lighting, permanent restrooms & snack bars, free parking & grandstands. 30% trophies + Pro p.b. CMC lic. req., avail. @ track. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S&S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50—Open, separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini—Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50, S. Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grand-

stands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $11, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini—750s, trophies & $. Gates open 6 p.m., prac. 6:30, race 8:30. Entry $6, Pros $10. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini—Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee—Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3991 (after 5 p.m.).

TEXAS

TWIN CITIES FLAT TRACK & MOTOCROSS
Twin Cities Speedway, 4918 Hwy. 75 South, Dennison, TX. 50-Open, Am. & Ex. Trophies & cash. Prac. noon, race 1:30 p.m. weather permitting. Info 817/488-9133 (Bob Bagwell).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission $5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. Info 213/672-1814.

November 20-22

CUSTOM CAR, MOTORCYCLE & HOT ROD SHOW
Long Beach Arena Complex, Long Beach, CA. Show theme: The Great California Gold Rush. Trophies, awards. R.G. Canning, PO Box 400, Maywood, CA 90270. 213/588-1934, 587-5100.

November 21-22

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 a.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

CALIFORNIA SUPERBIKE SCHOOL
Laguna Seca Raceway, Monterey, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $130, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

AMA CALIFORNIA STATE MOTOCROSS CHAMPIONSHIP
Saddleback Park, Orange, CA. All classes (by qualifying only). Gates open 7 a.m. ea. day, 1st race 9:30. Info 714/495-4771.

November 21

D-36 SHORT TRACK
Hills Ferry Raceway, Newman, CA. Blk. plate pts., 75% Semi-pro p.b. D-36 rules; no rider insur./pit riding. Class C trac. Sign up 4-6 p.m., prac. 5-6, race 7. Entry $10, Semi-pro $3/bike, watch $4, 6-11 $1. Info 209/538-7119, 862-2465.

POCKET BIKE RACE
Ascot Grand Prix, 18240 S. Vermont, Gardena, CA. Starts 10 a.m. Info 213/515-5750.

SAND HILL NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Mini-Open, no cards req. Mini race 6-6:45 p.m., 250s 7-8, 200s 8-9, Open 9-10. Info 415/634-3328 (Tom Anderson).

WILLAMETTE INDOOR SHORT TRACK
Benton County Fairgrounds, 110 S.W. 53rd S., Corvallis, OR. Mini-Open Am. classes, 250 & 500cc Pros. Knobbies allowed below 200cc. Sign up 6 p.m., prac. 7, race 8. Entry $5, Pros $10, watch $3, pit pass $4. Willamette Valley Cycle Club. Info 503/753-0566, 472-7523.

November 22

MESILLA VALLEY MOTOCROSS CHAMPIONSHIP
Las Cruces Moto-X Park, Las Cruces, NM. 1/2 mi. S of Mesilla Dam. All classes, trophies, guaranteed purse. Gates open 8 a.m., prac. 9:30, race 10:30. Flyin' Ryan's Racing Ent. Info 505/523-5381 (Ryan Armitage).

ERA MOTOCROSS
Cheshire, OR. Track @ Franklin on Territorial Rd. next to school. 50-Open inc. 4-stroke, Over 40; 33 1/3% trophies, 100% Pro p.b. Memb. req. Sign in 9 a.m., prac. 10, race 11. Entry $6, Pros $10, gate $3. Emerald Racing Assn. Info 503/926-9320 (call if raining).

CMC HURON SWEEPSTAKES MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. — N on I-5 to 269 Huron exit; from Sac. — S on I-5 to 198 exit, signs to Huron & track. All classes inc. 3-wheelers/OT/Vets, 125% Pro p.b., 30% trophies, sweepstakes races, add'l. 3-ft. sweepstakes trophy to winner of ea. sweep. class. Concessions, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Pros $15, gates $4. Info 209/945-2664 (Rick Worth).

D-36 MOTOCROSS
Santa Cruz County Fairgrounds, Watsonville, CA. On Hecker Pass Rd. (Hwy. 152). 125 / 250 / Open / Vets / 4-stroke, 100% Ex. p.b. Official D-36 plates only. Gates open 6 a.m., prac. 7:30, race 9. Entry $8, Ex. $15 + $3 gate. Santa Cruz Ridgerunners. Info 408/475-3619, 426-3237 (John Moore).

SWAN MOTOCROSS
Swan MX Raceway, Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, turn rt. All classes, split program. Trophies to 5th, 100% Ex. p.b. Nov. prac. 8:30 a.m., race 10; Ex. prac. 1 p.m., race 1:30. Entry $8, Ex. $15. Rain or shine. Info 214/882-4215 (Bill Law).

SAND HILL MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 6 a.m., race 9. Entry $13, Ex. $13 + $6, watch $4. Info 415/634-3328 (Tom Anderson).

D-37 HARE & HOUND
Fremont Valley, CA. Limed from: 1) Hwy. 14 & Garlock Rd., 2) U.S. 395 & Randsburg Rd. All classes, finisher pins, 10% trophies. 1st loop 30 mi., 2nd loop 50 mi. (alt. gas), Beg. & Trail Nov. go 1 loop. Start 9 a.m. Entry $14. So Cal M.C. Info 805/269-1082 (Bob Adams).

CMC MOTOCROSS
Hills Ferry Speedway, Newman, CA. Corner of Hills Ferry Rd. & River Rd. next to Speedway. All classes inc. 3-wheelers, 30% trophies, 100% Pro p.b. '82 CMC cards on sale. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $15. Scorpion's. Info 209/525-4820 (days), 523-8024 (eve.).

KMSA 2-HOUR HARE SCRAMBLES
Wichita Jeeps M.C., Wichita, KS. 7 mi. N of town, 101 St. Street & I-135 Exit 19 & Broadway. All classes inc. PP/Old Man's/Street Legal. Gates open 9 a.m., prac. 11, race 1. Info 316/744-2838 (Syd Schofield).

7TH ANNUAL WORLD CHAMPIONSHIP HILL CLIMB
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off-ramp. $2000 purse for 2 Exhibition classes + trophies to all Stk. Info 714/653-5840 (eve.), 7979 (weekends).

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

LODI MARATHON
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. All classes. Sign up 8-10 a.m., 1st race 9. Entry $10. Lodi M.C. Info 209/931-3722 (Barbara or Eddie).

D-38 GILA MONSTER HUNT DESERT TEAM RACE
Ocotillo Wells ORV Park, CA. Arrowed from Ocotillo Wells. All welcome, no memb. req. Closed course, 15-mi. loop, 2½-hr. race. D-38 desert pts., Los Exploradores, restrooms. Silencers req., no pit racers. Sign up 7 a.m., riders mtg. 9:30, race 10. Entry $12. Info 714/449-7430 (Rick Ahrens), 279-4030 (Jay Ahrens).

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, p.b. to Pros. Post entry $10, Pros $13. Gates open 7 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. AME, PO Box 1421, Reseda, CA 91335, 213/881-5778.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

FOR INFORMATION PHONE (602) 992-7556

MOTOCROSS

$8000

Fourth Annual

BOSCH CLASSIC

November 28 & 29

Canyon Raceway, Phoenix, AZ

Sponsored By: Robert Bosch Corp., Young Cycle Supply, Answer Products, Gator Products, International Motorsports, Magura, PJ-1

NOV. 28
$4,000 AWARD & PRIZES
To Sportsmen Classes

All Classes Of: Beginners, Novice, Minis, Pee Wee, Y-Zingers, Old Timers, Side Hacks and Turkeys.

ENTRY FEE

All Sportsmen	$12.00
Gate Fee	$4.00
Children under 12	$2.00
Bike Fee at Gate (deducted at sign up)	$5.00

Mail Entries No Later Than November 20
CANYON RACEWAY
Box 1594
Black Canyon Stage 1
Phoenix, Arizona 85029
1½ Mile West of 99th Ave. and Carefree Highway

NOV 29
$4,000 PURSE TO EXPERTS
Pay Back By Number Entered In Class, 33% Of Sign Up Through 7 Places.

- 125, 250, & Open Amateurs
- 125, 250, & Open Expert
- Special race for qualifiers for November 28th race for Beginners, Novice, Mini Beginners, Novice, Mini Amateur, Experts and Pee Wee. $7 ENTRY FEE.

ENTRY FEE

Sportsman	$12.00
Expert — Pre Entry	$25.00
Post Entry	$35.00
Gate Fee	$5.00
Children Under 12	$2.50
Bike Fee at Gate (deducted at sign up)	$7.00

NO PIT RIDING

Gates Open 7:00 A.M.
Practice 8:30 A.M.

(please print)
Name
Address
City Zip
Signed (in ink)

Sponsor: Date | Class | Your Number
Machine Brand
Engine Displacement

I, hereby release, and agree to hold harmless the CANYON RACEWAY, the promoters, the owners and the lessees of the premises, the participants, and the officers, directors, officials, representatives, agents, and employees of all of them, of and from all liability, loss, claims and demands that may accrue from any loss, damage or injury (including death) to my person or property, in any way resulting from, or arising in connection with this event, and whether arising while engaged in competition or in practice or preparation therefor, or while upon, entering or departing from said premises, from any cause whatsoever. I know the risk and danger to myself and property while upon said premises or while participating or assisting in this event, so voluntarily and in reliance, upon my own judgement and ability, and I thereby assume all risk for loss, damage or injury (including death) to myself and my property from any cause whatsoever.

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Advertising that Works

CRC RACE SCHEDULE

NOV. 22 — MOTOCROSS
Saddleback

NOV. 29 — MOTOCROSS
Indian Dunes — $1000 Pro Purse

DEC. 6 — GRAND PRIX
Christmas G.P. — Indian Dunes

CRC Membership Required
213-830-7519

AMA DISTRICT 37

DESERT RACES
Nov. 22—SoCal H & H, Fremont Valley
Nov. 28—San Gabriel H & H, Beaty (NV)

MOTOCROSS
Nov. 28—Saturday Saddleback
Nov. 29—DeAnza, Sunnymead
Dec. 13—Sunrise Cycle, Adelanto

ENDURO
Dec. 5—CEA, Red Mountain
Dec. 6—CEA, Red Mountain

GRAND PRIX
Dec. 5/6—Desert Rats, Barstow

See Calendar For Details Or Call
HOT LINE (805) 254-0931

J. C. Agajanian Presents:

CMC MOTOCROSS
CHALLENGING COURSE
THURSDAY NIGHTS
7:30 P.M.

CMC

Season Closer Nov. 19

Ascot
18300 S. VERMONT AVE.
GARDENA
(213) 321-1100 (213) 323-1142

Open 7 Days 714-558-1584
CMC-MX, ITA Trials } 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
Saddleback Park

JOHN COOK

1981 U.S.

Long Track Speedway Champion

Would Like To Thank The Following Companies And People For Their Support In The 1981 Season:

- ★ FOM Racing
- ★ Hi-Point Racing
- ★ K&N Engineering
- ★ Bates (Adolf)
- ★ Super Seer
- ★ Cycle Service
- ★ Alpine Star (Italy)
- ★ Champion Spark Plugs
- ★ Bell Helmets
- ★ El Ricoro Petroleum
- ★ Bill & Opal Collins
- ★ The Wenn Family
- ★ Alan Belham-UK
- ★ Weslake-UK
- ★ Dave Miller
- ★ Bobby Schwartz

Special Thanks & Congratulations To:

BRUCE PENHALL

World Speedway Champion

And to all the fine people involved with Speedway here and in the UK

Cycle Shack

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- DG GOODIES
- MOTO-X-FOX
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- MALCOLM SMITH PRODUCTS
- TIRES — WE HAVE 'EM ALL

MON. — FRI.
10 A.M. — 7 P.M.
SAT.
9 A.M. — 5 P.M.

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1645 W. Chapman Ave.
Orange, CA 92668
(714) 978-3975

master charge VISA

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HERE is the complete and largely untold story of the Harley-Davidson marque. A dominant force on the American motorcycle scene.

AMERICA'S only surviving motorcycle manufacturer with a history that stretches right back to the turn of the century.

REVEALING disappointment and disaster, success and legend.

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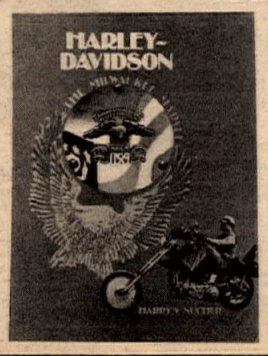
YOU will not be disappointed by this intriguing journey through the corridors of power in Milwaukee.



AN AMERICAN SUCCESS STORY

HARLEY-DAVIDSON: THE MILWAUKEE MARVEL (F261) by Harry V. Sucher. 288 pages, 201 illustrations, price $22.95. Also by the same author, IRON REDSKIN: INDIAN HISTORY (F181) $22.95. Both books may be ordered direct from Haynes Publications Inc., 861 Lawrence Drive, Newbury Park, CA 91320. Enclose $1.50 postage also 6% Tax in CA.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa turnpike (75) N on 69 (not Bus. 69), Exit 113 go E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

November 28-29

BOSCH MOTOCROSS CLASSIC
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. All sptsmn. classes on Sat. inc. Hacks/OT/Turkeys, $4000 awards & prizes, entry $12, gate $4, bike fee @ gate $5. Pros & Am. run Sun., $4000 purse, p.b. by number entered, entry $25, post $35, Sptsmn. $12, gate $5, bike fee @ gate $7. Gates open 7 a.m., prac. 8:30 both days. Mail entries no later than 11/20 to: Canyon Raceway, Box 1594, Black Canyon Stage 1, Phoenix, AZ 85029. 602/992-7556.

November 28

D-36 SHORT TRACK
Hills Ferry Raceway, Newman, CA. Blk. plate pts., 75% Semi-pro p.b. D-36 rules; no rider insur./pit riding. Class C trac. Sign up 4-6 p.m., prac. 5-6, race 7. Entry $10, Semi-pro $3/bike, watch $4, 6-11 $1. Info 209/538-7119, 862-2465.

SAND HILL NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Mini-Open, no cards req. Mini race 6-6:45 p.m., 250s 7-8, 200s 8-9, Open 9-10. Info 415/634-3328 (Tom Anderson).

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $120, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

D-37 HARE & HOUND
Beatty to Las Vegas, NV. Limed from Lathrope Wells, NV. Approx. 140 mi. pt. to pt., 3 gas pits. Start 8 a.m. Entry $19.50. San Gabriel Valley M.C. Info 213/644-4962 (Randy Jordan).

GRANTS PASS INDOOR SHORT TRACK
Josephine County Fairgrounds, Grants Pass, OR. 60-Open + OT, Youth & Pro $, 100% p.b. Sign up 6 p.m., prac. 7, race 8, Entry $5, Pro $10. R&B Racing. Info 503/476-4404 (Rich Word).

November 29

ATA/PLONKERS TURKEY SHOOT TRIAL
Reche Canyon, Riverside, CA. 91 Fwy. E to town, left on Washington, rt. on Reche Rd., follow to end. All classes, same day 20% trophies. Free camping, trial school Sat. presented by Scott Head. Sign up 9 a.m., start 10. Entry $12. Info 714/842-5245, 847-8495 (Gil Smith).

SAND HILL MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 6 a.m., race 9. Ex. prac. $13, Ex. $13 + $6, watch $4. Info 415/634-3328 (Tom Anderson).

SWAN MOTOCROSS
Swan MX Raceway, Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, turn rt. All classes, split program. Trophies to 5th, 100% Ex. p.b. Nov. prac. 8:30 a.m., race 10; Ex. prac. 1 p.m., race 1:30. Entry $8, Ex. $15. Rain or shine. Info 214/882-4215 (Bill Law).

SRA GRAND PRIX
Riverside Int'l. Raceway, Riverside, CA. Off Hwy. 60. All classes + ATC/Ody race; finisher pins, 20% trophies. Gates open 4 p.m. Sat. O/N camping OK; no play bikes. Prac. 8 a.m., 1st race 9. Mail entry $15, post $20, non-memb. add $1, memb. not req. Info 714/828-1358.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, trophies, 100% Semi-pro p.b. Concessions, m/c wash, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Semi-pro $15 + $5 park fee, watch $4, 6-12 $1. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

CMC U.S. NATIONAL 4-STROKE MX CHAMPIONSHIP
Carlsbad Raceway, Carlsbad, CA. Mini-OT + 500 & Open Pros, $2500 + Sptsmn. contingencies, $1200 500cc Pro purse, Open Pro p.b. IRC bonus to Pros. Gates open 7:30 a.m., prac. 8:30, race 10. Mail entry $15, post $20, 500cc Pros $25/$35. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-36 THORNTREE HARE SCRAMBLES
Riverfront Park, Marysville, CA. On 1st St. btwn. E & F. Mini-Open inc. OT/Vets, free camping, dead engine starts, riding # supplied @ track. National Motorcycle Patrol benefit race, rain or shine. AMA & Dist. cards avail. @ track. 1st sign up 7-7:45 a.m., 1st race 8-9:30. Entry $15, Minis $13, watch $3. Marysville MX Promotions. Info 916/695-2727 (Charlie Sexton), 2088 (Milt Emery).

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open seven days. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5840, 7979.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Ex. $15, admission $4, under 12 $2. Phoenix Supercross Raceway, Inc. 602/867-4769.

December 5-6

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60—Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

WERA ENDURANCE NATIONAL FINAL/DAN MORRISON SPRINT NATIONAL ROAD RACE
College Station, TX. Info 803/784-3103 (P. Frank).

D-37 DOUBLE LAST CHANCE ENDUROS
Red Mtn., CA. Marked from Hwy. 395 & Garlock Rd. All classes, finisher pins; 10% trophies, Western Regional & Golden State Championship pts. for 2-day riders only. Three 40-mi. loops ea. day, C/B Women 1st 2 loops ea. day. D-37 cards req., avail. in pits. IRRC present. Key time 7 a.m. Entry $15 ea. day, 2 loops $13/day, 3-man teams add $1/rider/day & mail together, 1-day only $16, post add $5. Entries @ drawing are post. Drawing 11/24 @ 8 p.m., Shakey's Pizza Parlor, 866 E. Las Tunas Dr., San Gabriel, CA. Mail entries to: California Enduro Assn., 11539 Embree Dr., El Monte, CA 91732. 213/448-0597.

December 5

WILLAMETTE INDOOR SHORT TRACK
Benton County Fairgrounds, 110 S.W. 53rd St., Corvallis, OR. Mini-Open Am. classes, 250 & 500cc Pros. Knobbies allowed below 200cc. Sign up 6 p.m., prac. 7, race 8. Entry $5, Pros $10, watch $3, pit pass $4. Willamette Valley Cycle Club. Info 503/753-0566, 472-7523.

December 6

BRITISH MOTORCYCLE PLAYDAY
Kettleman City, CA. 2 mi. W of town on Hwy. 41, rt. side of hwy., look for Union Jacks. Hills to climb, trails to ride, old hare scrambles course to play on. Trophies for best single/twin/2-stroke. Start 10 a.m., finish 4 p.m. Free entry. British M/C Parts and CAMA. Info 408/659-4958 (Frank Conley).

CEA FAMILY OFF-ROAD POKER RUN
Red Mtn., CA. Marked from Hwy. 395 & Garlock Rd. 1 loop 30 mi., trophies to winning hands. Entry $5. Mail entries w/1 legal size SASE to: California Enduro Assn., 11539 Embree Dr., El Monte, CA 91732. 213/448-0597.

TRH FALL CHAMPIONSHIP SCRAMBLES SERIES
Rio Bravo, Houston, TX. 59 N to E. Mt. Houston Rd., 5 mi. E. All classes, must ride 3 of 4 events to qualify for overall trophy. Reg. 3-6 p.m. Sat., 7 a.m.-12:30 p.m. Sun., 1st race 8 a.m. Entry $8, non-memb. $15, land use fee extra. Trail Riders of Houston. Info 713/446-1798 (Gary Hamilton), 729-4687 (Eric Nesloney).

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

CMC MOTOCROSS
Hollister Hills SVRA, Hollister, CA. All classes + 3-wheelers, 100% p.b., Parts in the Pits. No pit riding. Gates open 6:30 a.m., prac. 7:30, race 8:30. Entry $10, Pros $15, gate $5. PDT Ent. Info 209/225-6470 (Doug Baird).

ERA MOTOCROSS
Cheshire, OR. Track @ Franklin on Territorial Rd. next to school. 50-Open inc. 4-stroke, Over 40; 33 1/3% trophies, 100% Pro p.b. Memb. req. Sign in 9 a.m., prac. 10, race 11. Entry $6, Pros $10, gate $3. Emerald Racing Assn. Info 503/926-9320 (call if raining).

CMC HURON SWEEPSTAKES MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. — N on I-5 to 269 Huron exit; from Sac. — S on I-5 to 198 exit, signs to Huron & track. All classes inc. 3-wheelers/OT/Vets, 125% Pro p.b., 30% trophies, sweepstakes races, add'l. 3-ft. sweepstakes trophy to winner of ea. sweep. class. Concessions, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Pros $15, gate $4. Info 209/945-2664 (Rick Worth).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

OKLAHOMA MOTOCROSS
Interstate Motocross Park, Oklahoma City, OK. Intersection of I-35 & I-40; E-bound I-40, exit Eastern; W-bound I-40, exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Sandy loam track. Gates open 8 a.m., prac. 10:30, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

MOSIER MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, trophies, 100% Semi-pro p.b. Concessions, m/c wash, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Semi-pro $15 + $5 park fee, watch $4, 6-12 $1. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

December 12

GRANTS PASS INDOOR SHORT TRACK
Josephine County Fairgrounds, Grants Pass, OR. 60-Open + OT, Youth & Pro $, 100% p.b. Sign up 6 p.m., prac. 7, race 8. Entry $5, Pro $10. R&B Racing. Info 503/476-4404 (Rich Word).

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

December 13

D-37 HARE & HOUND
Fremont Valley, CA. Limed from 395 & Hwy. 14. Rescue 3. Start 9 a.m. Pre-entry $14, post $16. Jack Rabbits M.C. Info 213/531-1225 (Doug).

CRC SANTA CLAUS FAMILY ENDURO
Lucerne Valley, CA. Two 35-mi. loops, 1st easy, 2nd challenging. Women/Mini/C-16 go 1 loop, all others go 2. 100% same day finisher trophies, 10% class trophies, CRC enduro pts. Start 8 a.m. Entry $17 mail, $20 post, non-memb. add $4. Info 714/689-6114.

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

CMC MOTOCROSS
Lake Madera, Madera, CA. All classes + 3-wheelers, 100% p.b., Parts in the Pits. No pit riding. Gates open 6:30 a.m., prac. 7:30, race 8:30. Entry $10, Pros $15, gate $5. PDT Ent. Info 209/225-6470 (Doug Baird).

Road Runs

November 22

SCAVENGER HUNT
Honda-Kawasaki of Lemon Grove, 7562 Broadway, Lemon Grove, CA. Combination scavenger hunt & road run followed by field events; metal run pins, trophies, plaques, 50/50 drawing. Sign in 7:30-10 a.m. Entry $5 rider, $3 passenger. Don Diego Fours M.C., Inc. Info 714/442-5395 (Rick Moore).

November 28

CYCLE NEWS BARSTOW TO VEGAS III ROAD RIDE & POKER RUN
Barstow, CA to Las Vegas, NV. All motorcyclists welcome, free event stickies, finisher pins. $150 1st prize, $100 to 2nd, $50 to 3rd + CN shirts, vests, umbrellas & more. Profits to Phantom Duck legal fund & AMA Legislative Support Fund. Start btwn. 8-11 a.m. Mail entries $5 (close 11/6). Use Cycle News B to V entry form found in other part of paper. Cycle News B to V III, PO Box 498, Long Beach, CA 90801-0498. 213/427-7433.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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Most Of All:
A very special thanks to my friends, family, the riders, the promoters and the spectators for all the help and support, and for making the year so successful and so much fun. Also, my congratulations and thanks to BRUCE PENHALL for bringing the World Championship home to the U.S.A.

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13 yrs. seeking prototype or exotic 1-of projects. Fairing, body, chassis, complete race or specialty vehicle. John Hutnick, 3740 Transport St., Unit P, Ventura, CA 93003. (805) 644-6490. (345/47)

PARTS
Orange County Kawasaki Dealer needs experienced parts person with potential for advancement to parts manager. Call John or Pat for interview (714) 541-5217. (246/47)

HARLEY MECHANIC WANTED
Must have experience. Plenty of work for year round, full time. Exc. pay plan plus fringe benefits. Located in middle of hunting and fishing. Contact Butch at BILLINGS H.D., 131 Moore Lance, Billings, MT 59102. (406) 248-7891. (146E)

Kawasaki Mechanics Needed
Experienced only. Apply at NEWHALL KAWASAKI. Ask for Ed. 24364 San Fernando Rd., Newhall, CA 91321. (805) 254-2111. (1*46/48)

Honda Mechanic Wanted
Our shop, located on the beautiful Texas coast, is looking for experienced mechanics who have their own tools, If you are success orientated, and enjoy good pay and working conditions. this is an excellent opportunity!! Company will provide uniforms and insurance. Contact Allan Pagan, PAGAN-LEWIS HONDA, Corpus Christi, TX (512) 888-8211. (242/TFN)

Motorcycle Parts Man
Must be experienced, good shop, 17 yrs. Honda dlr. Ask for Stan or Mike, VALLEY MOTORCYCLE SALES, 660 El Cajon Blvd., El Cajon (714) 442-0941. (242/TFN)

R & D COORDINATOR
San Fernando Valley motorcycle parts manufacturer seeks assertive person to assist in scheduling and designing of projects in R & D.Must be familiar with lathe, mills, and testing procedures. Dyno room experience a plus. Supervision experience necessary. Benefits include paid medical, credit union and liberal profit-sharing. Send resume or call Rose Mary,

KERKER, 7900 Deering Ave., Canoga Park, CA 91304. (213) 999-3060. (242/TFN)

!!!HUSTLER WANTED!!!
Ambitious, aggressive, experienced salesman wanted for Southern California area. If you are a real hustler — and are already carrying a couple lines of products, we would like to talk to you! Contact: JOhn Linden, SUDCO INTERNATIONAL (213) 747-5173. (243/TFN)

EXHAUST PROTOTYPER
Van Nuys motorcycle exhaust manufacturer is seeking one qualified individual skilled in all phases of welding and machine shop operations. Prototype & fabrication experience a must. Send resume to: WINNING PERFORMANCE, 15137 Califa St., Van Nuys, CA 91411 or call Eric at (213) 780-0754 for interview appointment. (1*46/TFN)

SERVICE MANAGER
Two major brands. Must be experienced, neat, efficient. Excellent salary and bonus. Orange County area. Send inquiries to: CYCLE NEWS, Dept. A., P.O. Box 498, Long Beach, CA 90801. (246/47)

District Sales Help Wanted
The Great American Motorcycle Shows needs reps in Northern California, Washington, Chicagoland, Michigan, Chesapeake and Georgia. Call Glenn Smith at (612) 475-3050. (146E)

Dealer Accessory Phone Sales
Aggressive, experienced salesman for incoming watts line. Top commission. Contact David Damron, OCELOT PRODUCTS DISTRIBUTING (714) 884-0484. (346/47)

Harley-Honda-Yamaha Shop
Accepting applications for mechanic, parts person. Experience helpful, references necessary. Established shop — opportunity. S&M SALES, Box 148, Clarion, PA 16214. Or Wayne, (814) 226-6500. (146/47E)

Business Opportunities

Suzuki Triumph Dealership
Medium-sized dealership in L.A. area with volume sales. Associated with largest dealer in So. California. Will finance including stock & equipment. Very reasonably priced. Divorce forces sale. Call (213) 992-0447 after 7 p.m., or send inquiries to CYCLE NEWS, P.O. Box 498, Dept. SC, Long Beach, CA 90801. (239/TFNE)

● ●HONDA MECHANIC● ● ●
Must be experienced, have own tools & have attitude for complete customer satisfaction. Excellent company benefits include profit sharing. Good pay & working conditions. Contact Service Department — KOLBE CYCLES, Reseda, CA. (213) 345-7616. (242/TFN)

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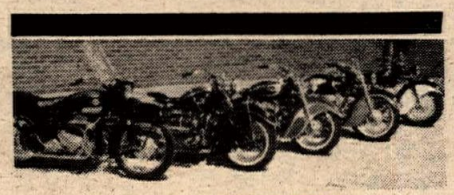
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)



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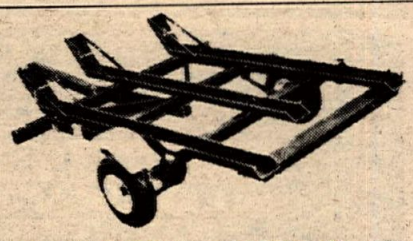
42 Indian 4, 46 Indian Chief, two 47 Indian chiefs, 56 Ariel Sq. 4. All restored to better than new condition. 1101 4th Ave., Moline, IL 61265. (309) 797-5228. (242/EOI/46E)



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LOST! AT 100 MC 10-25-81 Malcolm Smith fanny pack. Left in someone's camper. (213) 361-6168. (146)

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1981 Honda CR250R or CR450R forks with triple clamps. Will pay $150 to $250 depending on condition. After 7 p.m. (213) 918-0909 or (213) 339-4266. (146)

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$1100.00, exc. cond., Works Perform. shocks. (714) 981-6311. (146)

Enduro Jacket & Pants $59.95
All sizes except extra-large. Colors: Green and black. Genuine Bellstaff. CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (246E)

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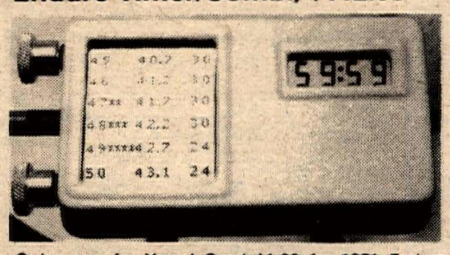

Order now for Xmas! Send $1.00 for 1981 Enduro Catalog. Dealer inquiries invited. CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (246/50E)

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Morris mags, Bratton crank, full spares, Lectron carbs, mint condition, $3500. (713) 732-5702. After 5 p.m. (713) 732-3801. (1*46/47E)

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1979 ATC70, 80cc, piston, pipe, $425.00. 1979 Z50R 3 spd., automatic, ridden only four weekends, $299.00. Both in excellent condition. (714) 687-7595. (446)

White Bros

White Bros. 1982 Catalog Is Available
The leader in on- and off-road accessories will be shipping their 1982 catalog on Dec. 1st. All Honda, Yamaha, Suzuki dealers will receive a copy. Kawasaki dealers and part houses send request on letterhead for a copy. Retailers send $3.00 for 60 pages of the finest accessories available. Contact: WHITE BROS., 11611 Salinaz Dr., Garden Grove, CA 92643. (714) 638-1653, after December 15th; 11750 Western Ave., Stanton, CA 90680 (714) 895-1991. (245/46E)

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Like new, a must see for Christmas, $300.00. Evenings (213) 391-1425. (146)

XR750 ENGINE, $2300.00 O.B.O. Trade ? (707) 887-1420. (146/47)

New dirt bikes and trailer
Yamaha TT250 — wife's Honda XR100 — Dico three rail — must sell. (714) 738-0120. (146)

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1981 HUSKY 430CR
Excellent condition, ridden very little, good for motocross or desert, many extras, $2,000. (213) 359-2080. (146/47)

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1964 Yamaha 250 Twin 2 stroke
Big Bear Scrambler YDS-2, $140. Also Suz. RM80T, $425. '79 Yam. DT175 enduro, $600. (714) 593-1388 days, (714) 593-3258 eve. & wknds. Pomona area. (346)

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TT500 — up pipe, Delorto carb, black gas tank, perfect condition, $850. SUZUKI 250 TRIALS — like new, $550, many extras. SUZUKI RM80 — never raced, perfect condition, $375. HONDA MR50 mini-bike — $375. LEATHERS, HELMETS, BOOTS and more ranging in sizes small to large. After 6 & weekends (213) 705-5522. Before 6 (213) 884-8111. (346)

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Jawa two valve, good condition, $800. (714) 529-6735. (146)

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Low mileage, trick!! W.B. swingarm, strokers, new tires, Terry Kit, carb., Trapp pipe, $1200.00 OBO. (714) 645-5153 ask for Greg. Must see!! (146)

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Excellent condition, $1350 OBO. Call immediately (714) 771-0148. (146)

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Two complete motors less carb and mag, $750.00 each or make offer. Call (707) 224-5790. Very good cond. (146/47)

'81 SUZUKI RM250X
Few hours, very clean, $1,450. (206) 527-4592. (146)

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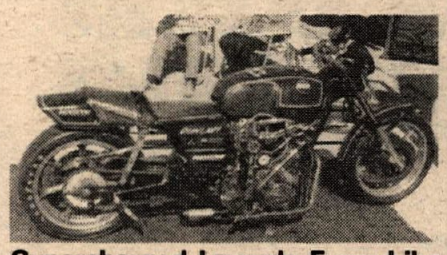
New top and lower end, tires and shocks. New spare parts, excellent condition, $750.00. Evenings (213) 391-1425. (146/47)



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BLACK TURBOCHARGER complete kit. 25F semi race, Indy type Wastegate, 38mm Mikuni carb to fit Kawasaki 900/1000, muffler scratched. Price $700.00. Call after 6:00 p.m. (503) 234-7751. (346/48)

1981 Kawasaki KDX 175 A2
Only raced two enduros, Boost Bottle, Metzeler on rear, runs very good, must sell, $900.00. Will ship. Call after 6 p.m. (303) 474-3631. (346/47E)

C & J HONDA 410
Late frame, good motor, Marzocchis with kit, Works Perf., plus all the other good stuff. Clean, straight, reliable, Superbike, $1000 takes all. (213) 331-2904 or (714) 394-4565. (346)

'78 Honda CX500 Jacwal Fairing
One of a kind, exotic. Really gets noticed! Comes with 2 helmets, luggage rack w/bk. rest. Tank bag, quartz lamp, bar backs & cover. Sacrifice for $1700 or best. See to appreciate. M.C. Miller, 530 — 14th St. Apt. 4, San Pedro, CA 90731. (146)

TRICK TT YAMAHA 1977
New 1-79, Marzocchi 10" front, Luft 9" rear, Megacycle, Trapp, Profab, plus much more! Fast & handles. Excellent condition, $1200. (213) 641-2523. (346/TFN)

'82 KATANA Suzuki GS1000SZ
Texas dealer; never ridden or serviced yet! (713) 632-5630. (246/47)

PRO TRAC TRAILER 20 foot
Solvent tank, snap-on tool box and cabinets, nitrogen bottle, generator. Serious only. Eves. (415) 930-0495. (346/48)

IT 175G 1980
Excellent condition, low miles, mod., air box, J&R spark/arr., muff., never raced. Must sell. (213) 696-7054. (446)

TT500 Parts Sale '80 TT engine
Low miles, 500 engine complete, $525.00/offer. TT-250 frame, mono, swingarm — $125.00. Many misc. parts — wheels, tires, etc. Also 1971 Honda 750-4 street bike, x-lent. (213) 373-7603. (146)

A10 BSA 1962, RESTORED, excellent condition, reliable classic, $1200.00 ONO. (602) 265-4139. (146/47)

'79 YAMAHA XT 500F, clean, runs good, $1050.00 OBO. (714) 439-8489 after 6:30. (146)

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1981 RM125 Suzuki, bought in May, raced 10 times max. Has nw tires, clutch, chain sprockets, pads. Also R&D airbox, spare fenders, radiator, side covers. Has Boyesen Reeds and cylinder work. Fresh top end, Answer silencer. Will give all stock parts and more extras like Whirlpool and number plates, $1200 O.B.O. (702) 423-2607. (146)

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Yamaha XT500,. 1:55 at Sears. Very fresh Lillie engine, C/R 5th, Delorto, alloys, fairing, seats, slicks, disc, trick ignition and more! $1775 B/O. After 5 p.m. Also many Yamathump parts. (415) 992-6947. (146/47)

1980 440 MAICO M1, new, never registered, $1100. (714) 995-8161. (146/49)

Trickstand for racetrack
Display or garage. Reversible, one wheel up or two, $40 up. Also custom stands. Barry Taylor, PO Box 1744, Huntington Beach, CA 92647. (714) 963-5272. (346)

Wanted Bultaco, Montesa, Ossa
250cc street bikes or road racers, any cond., any year. Call after 6 p.m. (714) 831-8456. (446)

NEED ARTWORK?
Logos, catalog & bookcovers, T-Shirts, advertisements, etc. professional graphics & illustration service. 2D STUDIO (213) 710-1234. (1*46)

'80 465 YZ must sell
Hardly ridden, like new, $1,100.00. Call Jerry (714) 685-5733. (146)

'81 465 YZ YAMAHA
Exc. cond., forks and shocks done by Rex Staten, $1,350.00. After 5:00 (714) 685-6578. (146)

MAICO SALE — CLEARANCE FOR 1982 ALPHA ONES
Magnificent stable of previously ridden, meticulously detailed 1975 thru 1981 Maicos now eligible for adoption. Application for prospective owners now being taken at DMG MAICO. Bring your references (money). (213) 832-6844 or (213) 833-1302. (246/47)

1979 Ford Box and 4x4 Chevy
Ford, 351ci P/S, P/B, 12'x6' box, low miles, $6800 OBO! chevy, 1972 Blazer motor 350, auto. 1965 body, some modification, oak interior, driveline all. Blazer $2000 OBO! Moving, must sell soon. Call after 6:00 p.m. (714) 951-1030. (146)

'81 HUSQVARNA 250 CR
Maintained by Husqvarna mechanic, excellent condition, $1595.00. Ask or Randy days (805) 324-6266, nites (805) 871-0276. (146/47)

1980 YAMAHA YZ125, 2 yr. TT National #1, like new. (714) 676-6693. (146)

FAST GS1100

Too many spares and extras to list. Very fast. Call Dan, days before 2:00 p.m. and Mike after 2:00 p.m. at (303) 363-6134. $3200 or best offer. (303) 985-7887. (146/47E)

SHELL 250 YAMAHA '77, new cylinder, '76 motor, new frame, fast. (714) 676-6693. (146)

1976 400 CZ, ALL NEW top end, many extras on bike. Fun and reliable bike. Must sell, has been stored 3 years. $550.00 O.B.O. (213) 822-6411. (144/46)

DUNLOP RACING TIRES

Treaded & slick tires for 125cc machines. Contact D.E. MACHINA, LTD., (212) 499-4416. (34/TFN)

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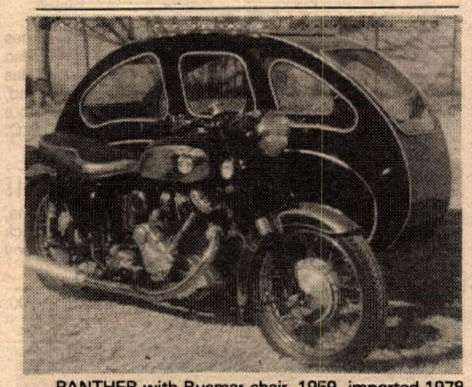
Prototype fabrication, lathe & mill work, welding, fin repair, glass bead blasting, cylinder boring, Sunnen honing, big bore kit set ups, sleeve replacement, valve jobs, head/cylinder surfacing, o-ringing, crankshaft welding & repair, heli-coils installed, etc. UPS daily. Dealer inquiries invited. SAAVEDRA M/C ENGINES, 9330 Oso Ave. 'F', Chatsworth, CA 91311. (213) 993-7873. (144/47)



PANTHER with Busmar chair, 1959, imported 1978, good runner, handles well, $2500.00 ONO. (602) 973-8901. (145/46)

HOT DAYTONA SPECIAL

RD400F owned by Tom Turner of Turners 2-stroke Engr. Will run high elevens at 110 mph +! Sharp, clean and loaded with trick items. See at 8052 E. Rosecrans, Paramount, CA. Will delivery up to 200 miles. Call (213) 531-1619 or (213) 866-6364. Serious inquiries only please. $1950.00. (345/46)

Yamaha RD350B never raced

1975, 3500 original miles. Stored 2 yrs., stock, $750. (206) 426-1907. (345/46)

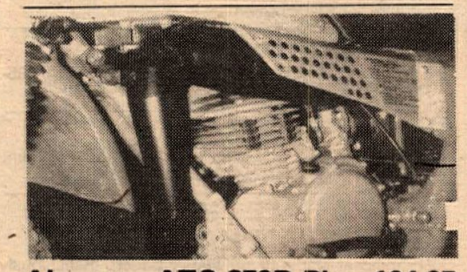
EDDIE LAWSON'S KAWASAKI

is no tricker than mine. '80 KZ550, factory cafe fairing and seat, mint cond., must see, 7K miles, $1800.00. Day (213) 889-0050, nite (805) 498-8135. (345/48)

Maico motorcycles and parts

One day service on parts, large parts inventory. HODGES ENTERPRISES, 717 Hwy. 385, Julesburg, Colorado 80737. (303) 474-2734. (245/46)

RM250 '73, $600 OBO. (714) 594-2562. (445/46)



Aircones ATC 250R Pipe 104.95

Get the best — don't settle for less — this pipe mounts on stock bracket and will outperform any pipe on the market. Contact AIRCONE, INC., 5901 Emerald Ave., Las Vegas, Nevada 89122. (702) 456-4177. (21/TFN)

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Is NOW available! Improves performance through entire powerband. Comes complete with spark arrestor or silencer. GUARANTEED to perform to your expectations. Retail — $94.50. Call or write now to COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92649. (714) 897-2209. (239/TFNE)

1981 HONDA CB900F

Hondaline Sport fairing, controls, quartz clock, voltmeter, electronic cruise, black, 650 miles. $4,000 stock; $6,700 lightened to 520 lbs. Evenings, (203) 887-5964. (145/47E)

1978 RM125 SUZUKI

New top end, very fast and clean, never raced. $550. (213) 422-7083. (446)

1964 Triumph Tiger Cub

Immaculate, restored condition, $900.00. 1970 BSA B-25 totally rebuilt, new condition, $800.00. Need Norton model 50 and Electra parts. Ron Glenn, 1030 Linda Dr., Campbell, CA 95008. (408) 374-4636. (146)

1978 SMUGGLER TRAILER

1978 Smuggler trailer, 22 ft. long, shower, toilet, sink, oven, etc. Used 4 times, has been in stoarge for 2 years. $5000 or best offer. (415) 724-9847. (146)

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1982 Yamaha 175 Tri-Moto's. Weekend rates, $125 for one, $200 for two. Reservations only. 8 to 4 Monday thru Friday. ROBCO WELDING, 18262 Gothard, Huntington Beach. Ph. (714) 847-5537. (243/TFN)

1981 HONDA XR200R

Pro-Link, 7 months old, excellent condition. (404) 923-2347 after 6. (145/46E)

YAMAHA ROAD RACERS

TZ750E, TZ350F, TZ250G & TZ250G motor, race ready. (217) 469-2784 or (618) 544-8353. (145/47E)

1980 YAMAHA YZ 125G

Good condition, stock, must see; $700.00. (213) 845-5539. (345/46)

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We manufacture the finest, most attractive trailers anywhere! Send for brochures & prices of our many list of options. 2504-B Mercantile Dr., Rancho Cordova, CA 95670. (916) 635-2899. PRO TRAC TEXAS, Hwy. 84 & Juantia Dr., Denison, TX 75020. (214) 463-1581. PRO TRAC SOUTH, 25437 Rye Canyon Rd., Valencia, CA 91355. (805) 257-2220. (241/TFNE)

1980 SUZUKI 850 GS

3500 miles, 2 helmets, rear rack, $1995.00. Call (714) 837-6927. (343/45)

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1980 400 MX 6s.

$1199.00

Large selection of used Can-Ams from $699.00. KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (242/TFN)

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Send for free racer's t-shirt catalog to: T-SHIRT COUNTRY, Box 826, Hewitt, NJ 07421. (201) 728-3950. (144/46E)

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Betor frt., Curnutt. Street lic., air box, $550. (714) 846-2189. (446)

★★NEW HUSKY DEALER★★

1981s CR reduced for sale, 1982s in stock. Call us now at (916) 635-1556. SUNRIVER MOTORCYCLE CENTER, 11257 Coloma Rd., Rancho Cordova, CA. (246/49)

Team Cowboy Fall Clearance Sale

'81 Honda CB900F — three 4 hr. endurance wins in open prod., strong engine, $1,995. '81 Kawasaki GPz550, bent, repairable, call for details, $1,395. '80 Honda CB750F, good street or race bike, 4000 miles, $1,650. Kawasaki Superbike, 1015cc, Kerker, YOsh, CR carb, very fast, much more, $2,950. '77 RD400, 5000 miles, $690. '74 Windjammer motorhome, 50K miles, roof and dash air, cruise, self-contained, runs excellent, $4,995. '81 Honda Mod. 3500 generator, $695. '81 Haulmark 12 ft. alum. trailer, bench, undercoated, like new, $1,650. Complete Honda DOHC 750cc engine, $850. Hawk 400cc engine, low miles, $295. Kawasaki 900 head, extensively ported and polished, K&H cams, Pro-Flo, brand new, $750. KZ650 cylinder, $100; complete head, $200. Will ship bikes and parts anywhere in U.S. Call Todd Reynolds, (216) 874-3614 or Ray Dysle (216) 454-6171 between 9-6, (216) 499-9680 after 6. (146E)

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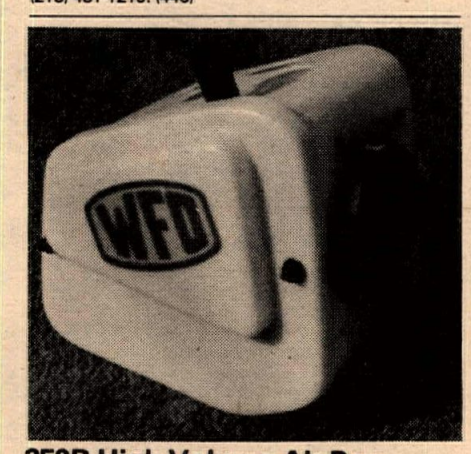
Reserve your new single-shock MAICO now and save at HANGTOWN SPORTS CYCLE (916) 989-4675. Placerville, CA. (246/49)

XR-200 Licensed for street

1980, excellent condition, all original, $825.00. Call (213) 431-1219. (446)



250R High Volume Air Box

Complete with 2-stage air filter, plus adds extra horsepowe and better throttle response. New air filter helps to keep the filter cleaner and dryer than exposed. Designed for use iwth Mikuni carbs. $69.96. See your dealer or contact WFO, P.O. BOz 6115, Huntington Beach, CA 92647. (714) 964-1192. (246E)

1979 YAMAHA YZ250F

Never raced. Scott boots, Jofa chest protectors, motor — Star-3 — kidney belt, leathers and more, $795.

1978 Yamaha YZ400

Rode twice, like new, helmet, $1000 FIRM.)213) 429-7725 or (213) 430-0546. (246/49)

NEW ATC 250 R

Vented front fender. Don't lose valuable horsepower to heat. Honda Red $36.95. Also available in white paintable plastic $39.95. New vented number plate with screens, available red or white $13.95. See your dealer, write or call: WFO, P.O. Box 6115, Huntington Beach, CA 92647. (714) 964-1192. (246E)

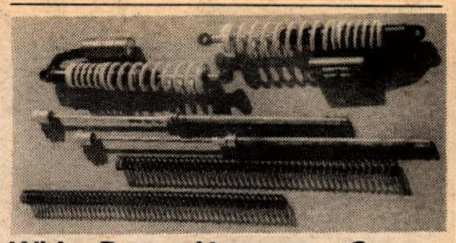
1980 KAWASAKI 250 Short Tracker, Viper frame, green mint ($2,695.00). Bubba Shobert (806) 763-4248 or (806) 795-7735. (146/47E)

'81 CR250R

Low hours, $1,100 or trade for RD400 equal value. (805) 947-1434. (146)

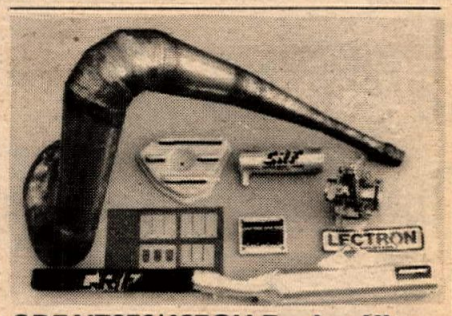
Two '81 Kawasaki 440 Jet Skis

$3000. (714) 848-3088, 8-4 Mon. thru Friday, ask for Butch. (246/TFN



White Power Husqvarna Susp.

Preferred by Mike Guerra, Marty Tripes, and Conny Carlson. White Power shocks will not leak and are guaranteed. Performance is far superior to all others, no question about it. White Power Fork Kit for Husqvarna was used by Mike Guerra on the GP circuit. It offers externally adjustable rebound damping, 20 settings. Improves action, higher quality springs. WP RACING, (513) 422-6622. (246E)



CRF YZ250/465GH Engine Kits

New performance package to improve or update your YZ. "ROCKET PIPE" heavy duty "Works" style pipe that outperforms and outlasts stock. $129.95. "8 PETAL REED" bolt on 3.5 HP gain over stock, $75. BOYESENS $26.00, .023 FIBER PETALS $7.95. 40mm PREJETTED LECTRON $120.00. BOOST BOTTLE $36.95. ANSWER SILENCER $44.95. Louvered air box cover, $15.00. CROTCH ROCKET FACTORY, Box 2084, Goleta, CA 93118. (805) 683-1426. (246/47E)

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Excellent condition, safety Ceet, and more. Must see! (714) 730-4905. (1'46)

'79 YAMAHA IT400

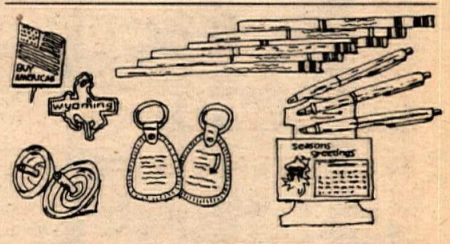
Very clean, well maintained, new tires, etc. $950. (714) 295-8527. (346/47)

ROADRACER TZ125H

Factory, spare kit, alum. floating front disc. Grimeca rear caliper, WMZ rims, rear slick, race ready, $3800. Evenings (415) 254-5503. (346/48)

BOYESEN REED SALE!

Overstocked on RM 250/465 X, Z and RM 125X. Boyesens 250/465 — regular $29.95, NOW $19.95. RM 125X — regular $12.95, NOW $8.95. CROTCH ROCKET FACTORY, Box 2084, Goleta, CA 93118. (805) 683-1426. (246/47)



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BULTACO ASTRO

Excellent and complete 360 bike, plus all conversion pieces (new) to make a 250 motor too — other extras — $1600. (307) 634-1958. (346/47E)

RD400 CAFE ROCKET

Road race modified chassis, TZ tail, 750 tank, fairing, rearsets, Specialist II pipes, 34mm carbs, steel brake lines, drilled discs, alloy swingarm, Metzeler, Michelin, fresh motor. Street legal, fast and pretty, $1600. (714) 271-1468. (346)

HUSKY 1980 250cc CR

Excellent condition, Asch pipe, Fox Forx, $1295.00. (213) 776-3877. (346/47)

1981 250 MAICO

$1250.00 exc. cond., Fox shoxs. (714) 981-6311. (146)

1981½ Suzuki RM250X Floater

Racing machine must be seen!!! Works Performance rear shock and reservoir, Answer Products handlebars and silencer, Rick Jones porting, Safety Ceet, Dunlop tires, new engine, Twin Air filter system. $1400.00. Call Dan (213) 316-7346. (146)

RIDDEN ONLY TWICE IN '81!

KX-250 Uni Trak, perfect bike for Jr. to Int. Owned by former Pro, excellent shape, factory cyl. alum. silencer, hed stay, pivot arm, Pro-Stage filer, DeHandler levers, OW bars. Why pay for an 82! Make offer! Call after 5:00 p.m. weekday (714) 524-8576. (146/47)

QUACK! QUACK!

B to V '81 — Hug a duck!

Son of Desert Duck (146)

Montesa H6 360 Enduro 1979

Excellent condition, Marzocchi, Works Performance, spare wheels, extra forks, many spares, $675. (714) 548-6559. (146)

250 HONDA ELSINORE less than thirty hours on bike. Perfect condition, $500.00. (213) 693-3945. (346/47)

1981 IT175 less then 100 mi.
$1000.00. (213) 675-3951. (346/47)

1980 Nat'l #3 YZ 125
1976 YZ-125 Champion frame, clean, fast, extras, $1,250.00. After 6 p.m. (209) 592-2321. (346/49E)

'78 KAWASAKI KZ1000 LTD
Custom engine (1075), everything chrome, drilled disc, black factory paint, new Avons, bike is fresh & mint. Sacrifice $3000. (213) 421-5463. (1*46)

'79 XL250S HONDA
Set up for enduros, street licened, air forks, Curnutt shocks, White Bros. pipe, excellent condition, $1000. (213) 367-0717 after 5. (346)

BAJA BSA 1956 DB34 Gold Star. B&I frame, nickeled, $1500. Also 1965 G85 extra transmission, $800. Will deliver to West Coast. (417) 866-8667. (146/47)

High Point Boots size 9½
$75. Like new condition. (213) 373-9308. (1*46)

1978 YAMAHA YZ100
White Brothers modified — FAST! $400. (213) 358-5615.

1978 YAMAHA YZ125
Engine recently rebuilt, $450 O.B.O. (213) 358-5615. (1*46)

'79 YZ 400 F
Maint. by prof. mechanic. White Bros. shock, Terry kit. This bike is extra clean, lots of extras. Must see. Asking $995.00. Call Mark, days (714) 530-7340, eves. (714) 776-1416. (146)

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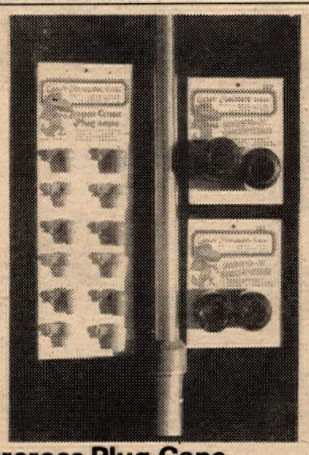
Ported, 34mm Mikinis, clip ons, 11" disc, Protopipes, etc. Have title, non-op. Can easily be made street legal. Call for more info. $1600/B.O. Keep trying (415) 233-7938. (146/47)

1978 SUZUKI DS100
Great bike for the wife and kids. $450. (213) 923-8609. (146)



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For Superbike and Supercross. Wire and plug contact visibility. Used by Pros. High-temp. silicone. No arcing. Waterproof. MX SWIPERS. Fork wipers in team colors. Custom fit. More travel. Longer seal life. Order through your local dealer. For dealer or distributor program. Call GATOR PRODUCTS USA, Victorville, CA. (714) 243-2323. (146E)

1979 Husqvarna 390 CR
Skid plate, Ohlins, extras, excellent desert or trail bike. $975.00. (805) 251-2212. (146)

1979 SUZUKI GS1000
Completely stock, well cared for, 11,000 miles, $2195. Would consider smaller bike as partial payment. (213) 545-0389 evenings. (146)

WANTED: MT125R PARTS. Body frames, motors, anything. Desperate! Kent (714) 426-3776. (1*46)

Suzuki Katana brand new!
Never used, best offer. Nights (714) 753-8735. (146)

Works 490 '81 Maico Mega II
Works Performance shocks & fork mods, Lectron carb, Answer muff. & bars, J.T., Kal-Gard, Gator USA, xlnt. cond., very fast. $1550.00 O.B.O. (213) 701-1010 days, (213) 703-1594 eves. Ask for Matt. (146)

1981 Maico 490 Mega II
Excellent condition, many extras. Bought new in June, ridden 5 times. Set up by Maico West, new Ohlins, more. Must sell, $1595.00 or best offer. (805) 488-5753. (146)

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New, worn 2x, orange, black & white, 5'7" 140 lb. $400.00. Charlie — (213) 780-4225. (146)

A roof for a bike home or bus.
I want to trade. '81 or '82 MX'er. Call Larry (714) 642-8233. (146/47)

750 CHAMPION YAMAHA tuned by Shell, holder of four '80 & '81 National numbers, perfect. (714) 676-6693. (146)

TZ 125 G road racer mono
DID mags, Dunlops, nothing more to buy. Complete, ready to race, parts kit, gears, electric starter, etc. Evenings (213) 634-5076. (346/47)

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Clearing out garage, many new Penton parts, piston, rings, new wheels, etc. Reasonably priced. Call days (714) 493-5252, evenings (714) 493-8795. (146)

1980 YAMAHA 465G
Good condition, extras. Must sell, $1,050.00. Call Dean before 6 p.m. (213) 374-5888 or (213) 839-1588 after 6 p.m. (146)

WANTED
Kawasaki KS, KE, KD, or early KX125 six speed transmission or basket engine, stock 1975 RM125 cylinder, any condition. Tom, Rhode Island, (401) 322-7714. (146E)

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Excellent condition, fresh engine, raced 12 times, good all-around bike. $975 or offer. Must sell. (402) 228-4506. (146E)

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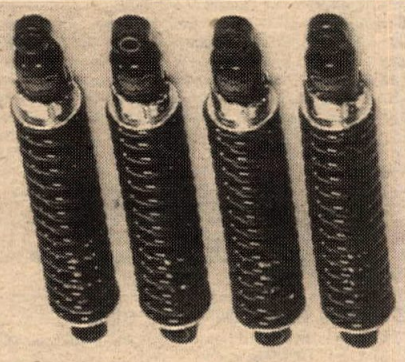
1975 SS race ready or restore, 860cc, Imolas, high pipes, many extras, $2,500. Rich Silvestri, 3044 Smith Rd., Toledo, OH 43613. Mornings, (313) 856-5695. (146E)



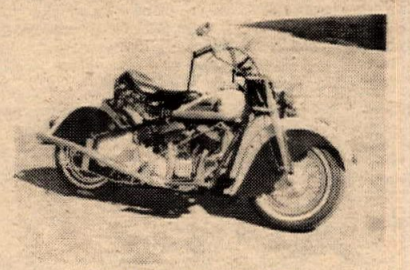
Shock Sale 40% Off
Mulholland SS, MX, LTG in stock from $39.57, includes Honda replacement clevis type. DELTON'S CYCLE MACHINE SHOP, INC., 1902 N. Prospect, Champaign, IL 61820. (217) 352-6983. (146E)

'78 550 Honda, '76 250 KTM
Low miles on Honda, super clean, $1275.00 firm. $400.00 on KTM OBO. (714) 820-0134. (146)

'81 YZ 125IT Water Pumper
Stock, clean, $975 OBO. (714) 826-0073. (146)

MINI BIKE
1980 YZ50G, Terry Kit, Curnutt shock. Son outgrew, must sell, $300. (213) 691-5049. (146)

"WALNECK'S" 75¢ MOTORCYCLE "CLASSIC'FIEDS".



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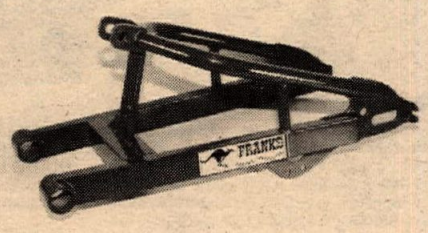
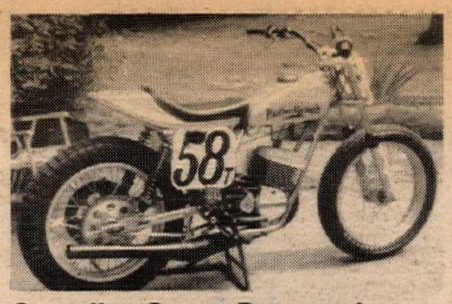


YZ80 & YZ60 Yamaha Swingarms
4130 Chromoly tubing — 1" longer than stock, prevent flexing & breaking. $169.50 & $159.50. KELVIN FRANKS RACING, 3446 W. Harvard, Santa Ana, CA 92704. (714) 546-3484. (1*46/47E)



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Rocketship Can-Am/Panther 250 Dirttracker. Long stroke motor just rebuilt. Updated tranny, Mikuni, Betor, S&W, Hurst, Banke, wide rim, all the goodies! This bike is very fast but bulletproof and it handles excellent! Good Novice points grabber! (604) 684-1670. $2300 O.B.O. (146)

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'79 YZ100 YAMAHA
Good cond., stock, $500.00. (714) 754-5760. (146/50)

1980 SUZUKI NEW RM 400T
$1199.00. ORANGE COUNTY SUZUKI, 1995 Harbor Blvd., Costa Mesa, CA. (714) 646-2428. (246/TFN)

Honda XI250, Honda CR250
Honda XI250, perfect cond., 700 miles, $675.00. Honda CR250, xlnt. cond., ridden 6x, $600.00. Suzuki RM100, ridden 6x, runs great, $600.00. Honda XI175, 300 miles, xlnt. cond., $600.00. (213) 788-1384. (146)

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7 gal. tank complete with 175 lb. safety valve, gauge, 4 ft. hose with ball chuck. $35.00. Order 2 and save $10.00. Do it yourself kits also available. Will ship U.P.S. (213) 498-1486 or (213) 597-1458. (146E)

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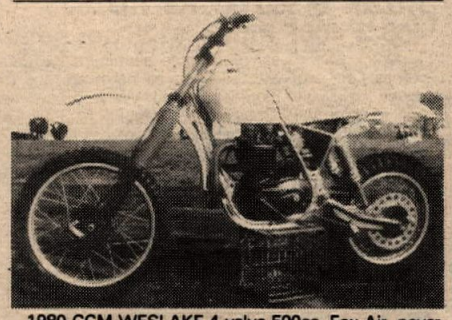

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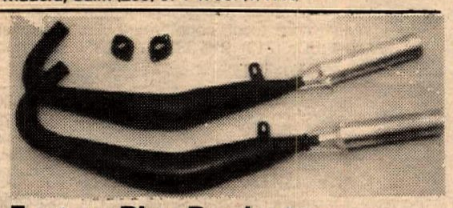

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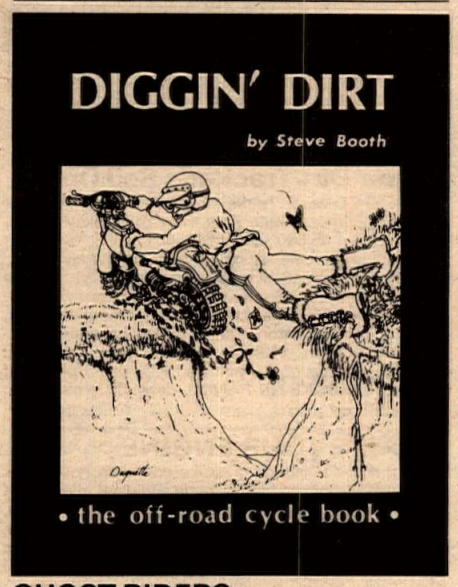

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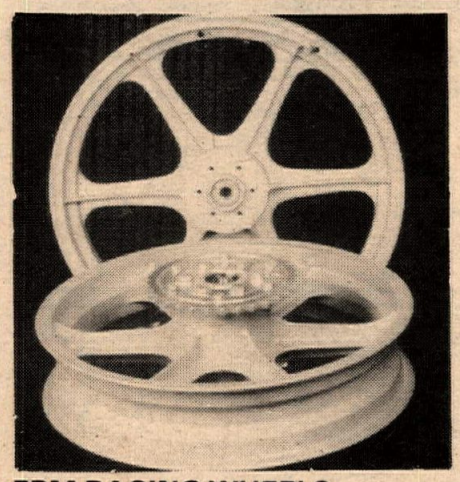

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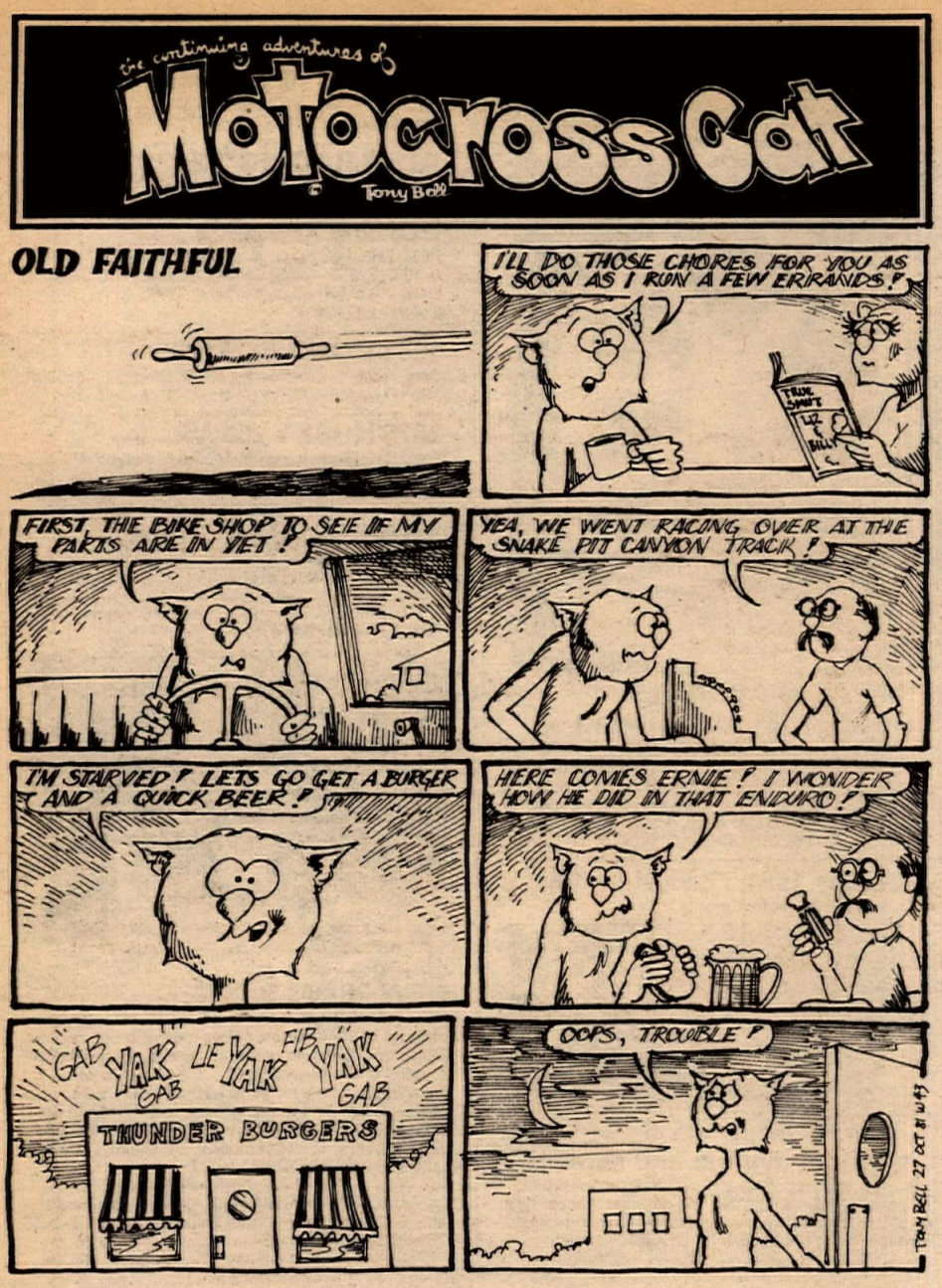

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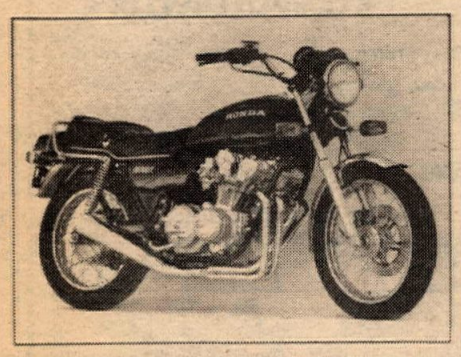

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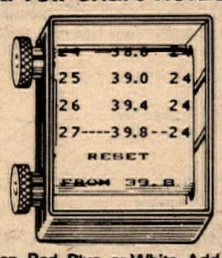

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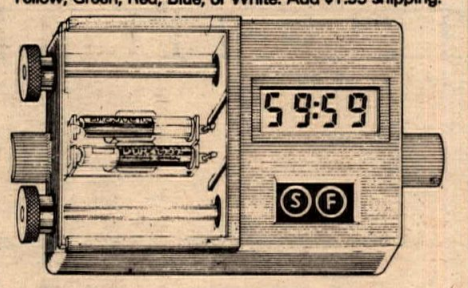

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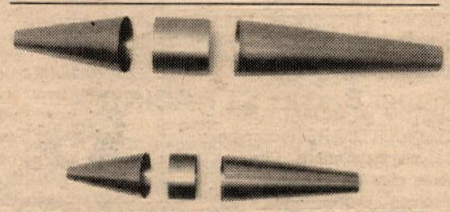

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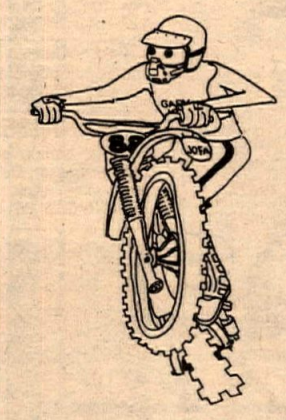

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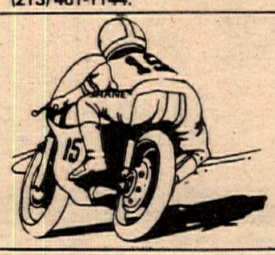

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